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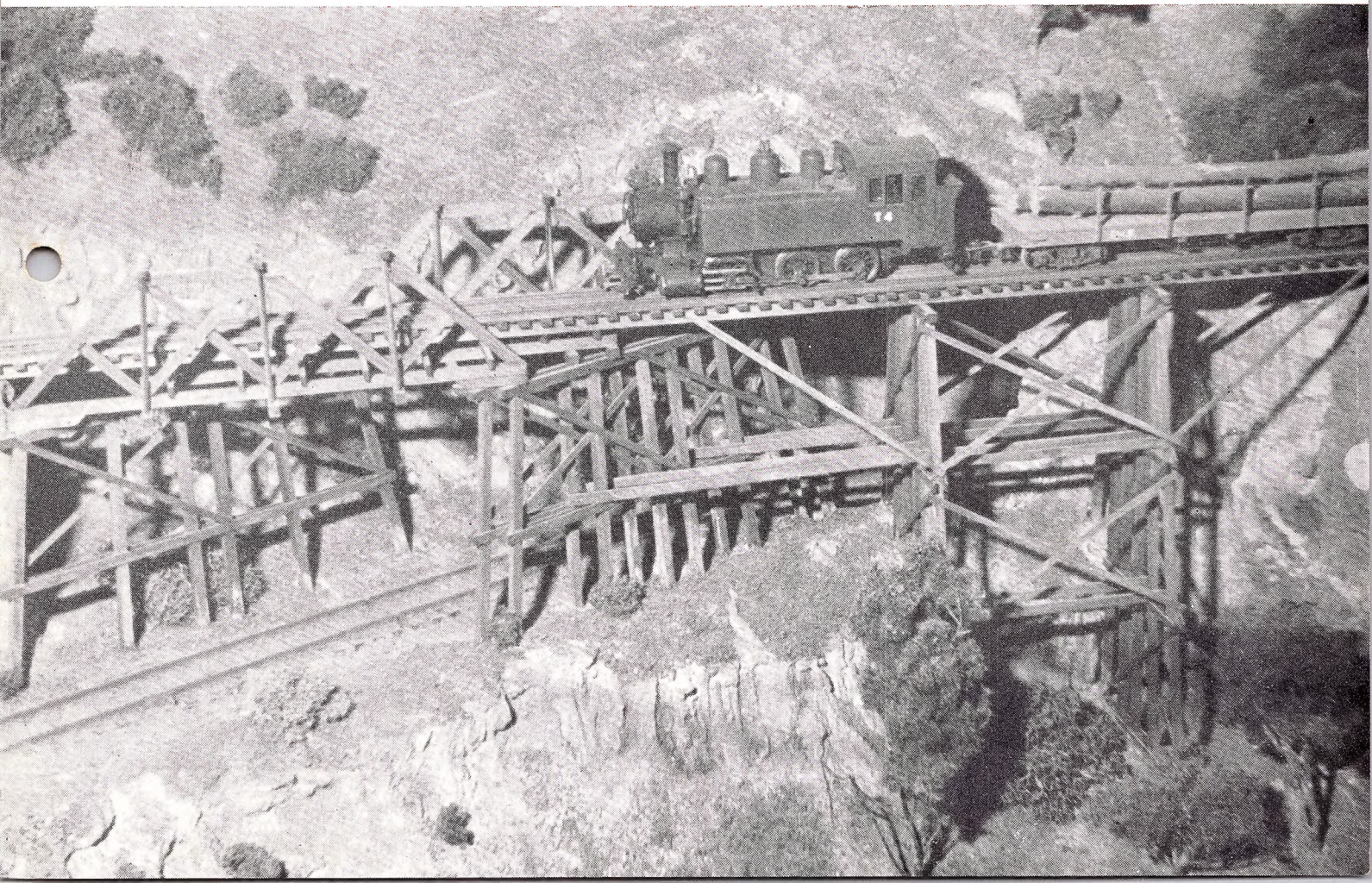
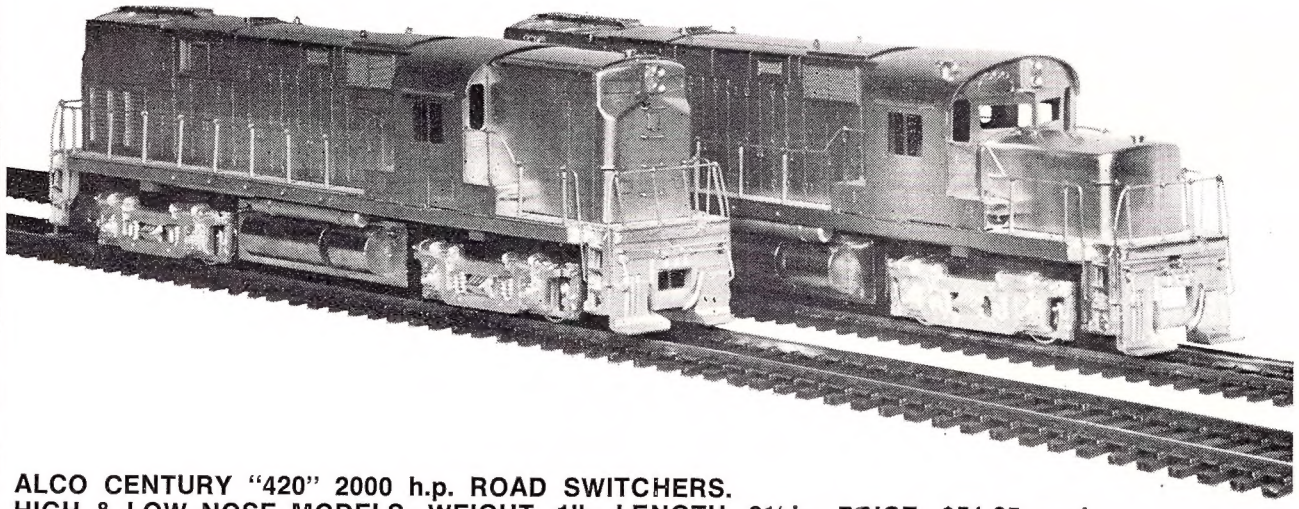
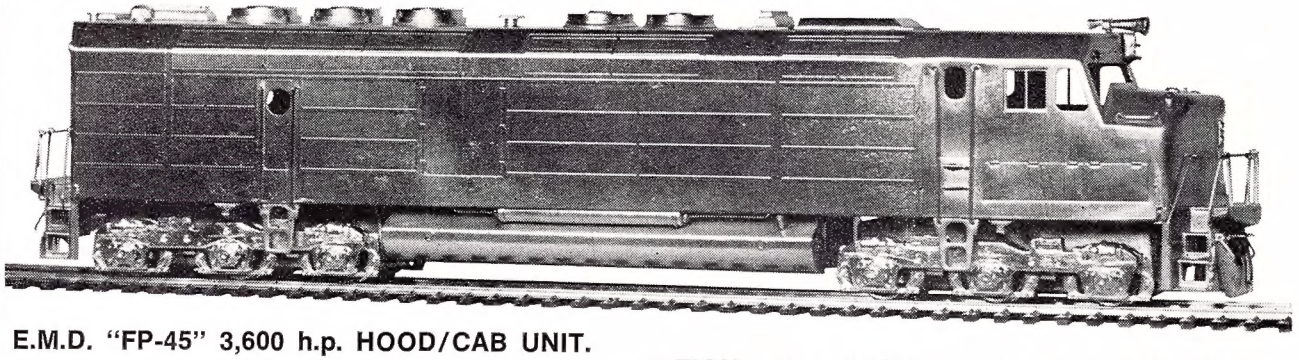


PRESENTING THREE NEW DIESELS — IN HO SCALE . . . .



ALCO CENTURY "420" 2000 h.p. ROAD SWITCHERS.
HIGH & LOW NOSE MODELS: WEIGHT, 1lb. LENGTH, 8¼in. PRICE, $51.65 each.

In offering modellers with a growing range of modern motive power, Kumata have established new and exacting standards in the manufacture of diesel locomotives. Self-contained, individually motorised trucks have been developed for the big Alco-G.E. "U-50" and EMD "E-9" A and B Units, whilst such models as the Alco "DL-640", EMD "SW-1500" and EMD "RS-1325", as well as the new locomotives illustrated here, are equipped with enclosed, axle-hung gearboxes, connected by universal couplings and powered by heavy five-pole motors driving through double reduction gears. Superstructures of matching quality come with double-etched finish. All running plate is chequer-surfaced and radiator and register openings come fitted with fine mesh screens. Lost wax castings are standard and all locomotives are supplied with a honed, lacquered finish.



E.M.D. "FP-45" 3,600 h.p. HOOD/CAB UNIT.

WEIGHT, 19oz. LENGTH, 10in. PRICE, $51.65.

ALSO IN STOCK:

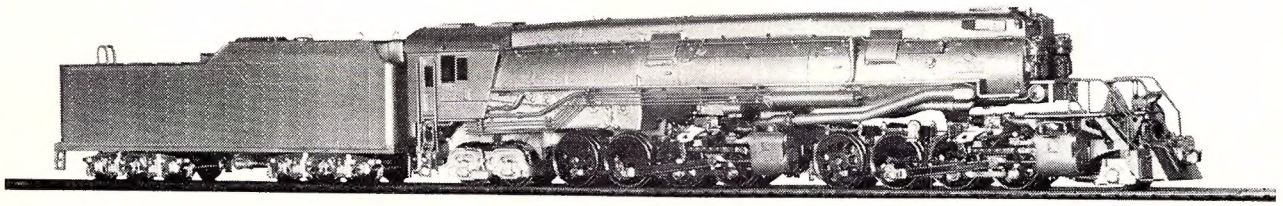
EMD "TR-6" Diesel Switcher	$38.30
EMD "RS-1325" Diesel Switcher	$45.90
EMD "E-9" 'A' Unit (twin motored) Diesel Loco	$59.05
EMD "E-9" 'B' Unit (twin motored) Diesel Loco	$57.40
G.E. "U-50" Diesel (twin motored) Hood Unit	$71.40
EMD "GP-7" Diesel Switcher	$48.55
EMD "SD-9" Diesel Hood Unit	$51.65
ALCO "DL-640" 2250 h.p. Diesel Loco	$48.20
ALCO "DL-600B" 2400 h.p. Diesel Loco, Low Nose type	$52.05
ALCO "RS-1" 1000 h.p. Diesel Loco	$48.55
ALCO "S-2" Diesel Switcher	$41.40
F-M "Trainmaster" 2400 h.p. Diesel Loco	$48.20
ALCO "C-630" Diesel Loco, High or Low Nose type	$51.65

The MODEL DOCKYARD Pty. Ltd.

216-218 SWANSTON STREET, MELBOURNE. 3000 ——— 663 3505

NEW!

— HO S.P. 'AC-9' 2-8-8-4 . . . BY KATSUMI . . . .



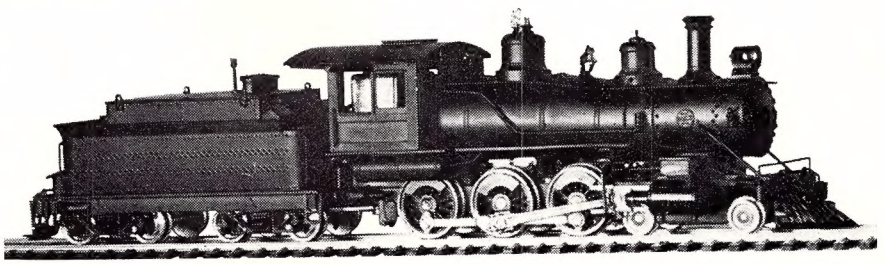
Although part of the cab forward classes, the AC-9's were not actually a cab forward but rather a streamlined 2-8-8-4. Used extensively by the S.P. in Texas and New Mexico, the problem of smoke was handled for this class by the use of a skyline casing — thus creating a "streamlined articulated". All were later converted for oil firing. Built to the order of Balboa Scale Models, the model comes finely detailed throughout. Both engine frames sprung and powered. Honed, satin finish. Length, 17½ in. Weight, 2lb. 14oz. PRICE **$173.15**

— HO G. N. P-2 4-8-2 . . . BY TENSHODO . . . .

To the fine range of G.N. motive power offered by Tenshodo down the years, the "P-2" 4-8-2 now comes as a valuable addition. Modelled with fidelity, skill and care, the "P-2" combines the distinctive appearance of Great Northern's steam power with precision operation, producing a scale locomotive of wide appeal. Sprung mainframe. Painted, ready-to-run. Length, 14½ in. Weight, 37oz. PRICE **$130.00**

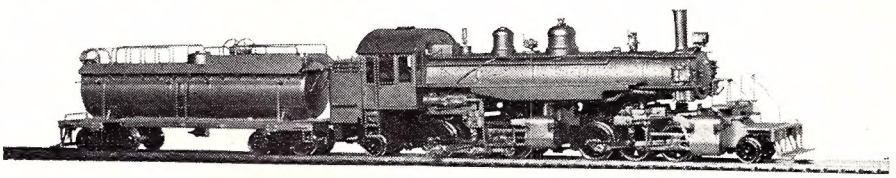
— HO V.&T. No. 26 4-6-0 . . . BY KATSUMI . . . .

Built to the order of Westside Model Co., this locomotive provides a valuable addition for fans of the Virginia & Truckee. A number of special features are incorporated, including a special gearbox fitted with a nylon idler for quieter, smoother running. Equipped with 56in. drivers and detachable front coupler which enables installation of an insulated coupler pocket. Loco comes finished and painted. Length, 8¼ in. Weight, 12oz. PRICE **$62.00**



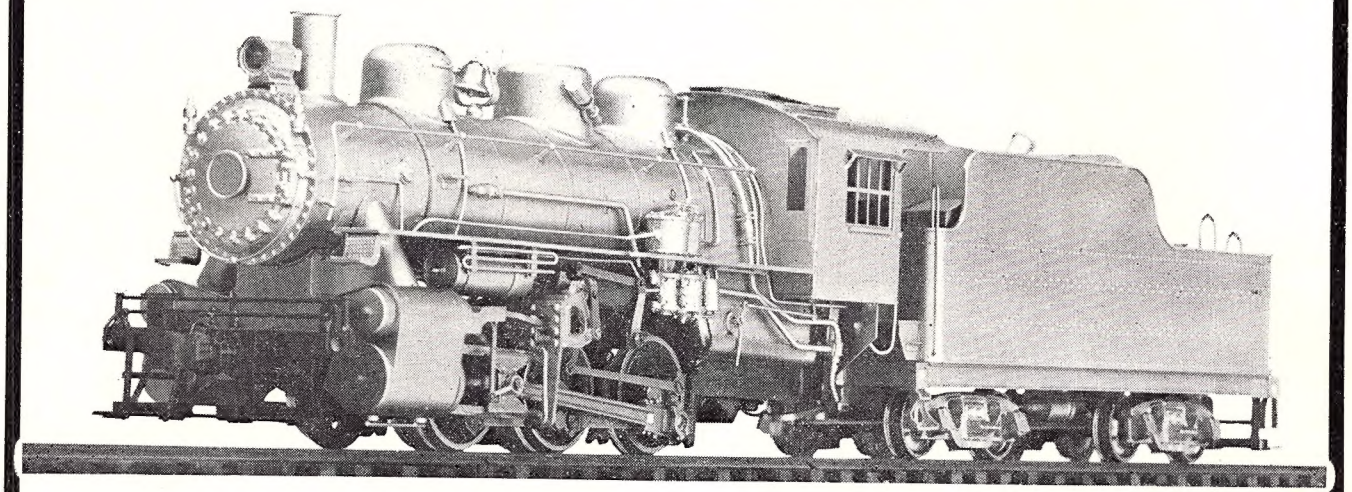
— HO KOSMOS 2-6-6-2 . . . BY NORTHWEST . . . .

Logging mallets have been a North West Short Line specialty since their first such model in 1959. The Kosmos Timber No. 11 tender type features special gearbox with nylon idler gear for quieter, smoother operation. Equipped with 44in. drivers and powered by Pittman DC-195 motor. Pre-blackened frame and satin finish. Length, 11¾ in. Weight, 17oz. PRICE **$78.50**



FOR THE KING SIZE GAUGE—
'KING MODELS' PRESENTS . . . .

THE USRA 0-6-0 SWITCHER



Designed in 1918 under the direction of the United States Railroad Administration, the prototype was subsequently built by the American and Baldwin Locomotive Companies in a total of 255 units, assigned to some 26 different roads. The model has been built as a faithful O Gauge reproduction of the prototype by the skilled craftsmen of one of Japan's finest model companies. Features include coil springs on all driving wheel journal bearings with spring tension carefully balanced to the weight of the locomotive. Enclosed gearbox with ball bearings on worm-gear shaft, connected by ball-joint coupling to a modified Pittman DC-84 motor. Headlight and back-up light illuminated and controlled by rectifier, according to direction of travel. Cast nickel-silver drivers, 50in. dia., equipped with steel tyres. Honed finish with pre-blackened frames. Length, 17in. Weight, 4¾ lb. PRICE **$185.00**

Other News from "THE DOCKYARD" . . . .

'Scratch builders', who have welcomed our new stocks of fine brass structural sections, will be interested to learn that 'Dockyard' have now added square bars, from 1/32in. x 1/32in. upwards; flat bars, from 1/32in. x 1/64in. upwards; and round stock, from .006in. dia. upwards. Some 53 new sizes in all. For a copy of our new price list covering all these brass sections, send your request along with a stamped SAE . . . For narrow gaugers working in HOn2½, we will shortly be offering Archbar Truck Sets, equipped with 20in. dia. nickel silver wheels @ $2.10 per pair. The wheels will also be available separately @ 25c per pair. A further handy item will be a nickel silver HO/HOn2½ Diamond Crossing . . . 'Minitrains', already well known in Australia for their keenly priced locomotives and rolling stock, are now producing American prototype rolling stock in 'N' scale. First stocks are now to hand and include: Single Dome Tank Cars—Du Pont and Atlas @ $2.50 each; 40ft. Steel Box Cars (with combination door)—A. & D. and T.P. & W. @ $2.50 each; Quad Hoppers — Clinchfield and Saguenay @ $2.50 each: and Steel Caboose Cars—C. & O., U.P. and I.C. @ $2.95 each . . . For 'O' gaugers, further stocks of the K. & D. Motor range (all with double extended shafts) are again available. Prices are: No. 1, $9.40; No. 2, $12.10; No. 3, $15.20; and No. 4, $17.90 . . . For TT fans, replenishments just in from 'ROKAL' include the following new lines: No. 01045 German Federal Railways TEE Electric Express Loco @ $21.75 and matching (cream and red) TEE Passenger Cars: No. 01258 Lounge Car, No. 01259 Roomette and No. 01260 Compartment Car. Also to hand is the new Swiss Federal Express Coach, No. 01262. All these new Passenger Cars being priced @ $3.85 each . . . The number of 'HO' models now available to traction fans has never been greater. Not only is there an extensive range of city and interurban cars, but a variety of locomotives, ranging from the traditional box motor, through steeple-cabs to big, articulated 4-truck motors! Further swelling the range, just to hand are limited stocks of the San Diego '400' Series City Car @ $45.90 and the Sacramento Northern Series 650 Steeple Cab Electric Loco @ $41.70 . . . The popularity of Balboa's full length Streamlined Passenger Cars has exceeded all expectation. A full Baggage Car is to be added to the range and stocks will be to hand by the time these notes appear in print. To match the balance of the series received to date, heralds will be: G.N. 'Empire Builder', S.P. 'Daylight', U.P., S.P. Gray and N.Y.C. Price for the Full Baggage Car will be the same as for the R.P.O. Baggage Car @ $19.60. A further increase in the range will occur in the time ahead with the addition of P.R.R. and D. & R.G.W. heralds. In the same consignment with the Full Baggage Cars will come a re-run of all G.N. series Passenger Cars, Balboa's HOn3 'T-12' 4-6-0 Loco and Tender @ $63 and Westside's S.P. '5000' 4-10-2 Loco and Tender @ $108. In 'O' gauge, the A.T. & S.F. Pacific will arrive at the same time. This is the heavy Class '3400' with large 'square' tender and Box Pok drivers. A superb model @ $257 . . . Kumata's shop is now almost fully absorbed in the manufacture of their expanding range of 'HO' diesel locomotives. Current deliveries include the Alco 'C-630' Diesel Loco in both High and Low Nose versions @ $51.65 each. The McKeen 55ft. Motor Car @ $39.90 and as a 'special' for those interested in modern, straight electric power—the Pennsy. 'E-44' Electric Loco @ $51.65 each . . . As an additional service for those working in 'N' scale, 'Dockyard' are now carrying the range of 'Klei We' Plastic Structure Kits. Colour Catalogue and Price List being available @ 10c . . . Recent arrivals from Tenshodo include the magnificent G.N. 2-8-8-2 'R-2' Loco @ $230, more Baldwin 0-6-0T @ $18.50 and the new MH-7 Traction Motor, for heavy duty service @ $6.15 . . . 'United' recently shipped a very few Santa Fe 2-8-0 @ $69.45. Merely a fraction of our order and barely sufficient to fill back orders in Australia. A few W.P. 2-8-2 were also received @ $80.25 and due about the time this issue appears is the S.P.-T and N.O. 4-4-0 by 'Fujiyama'.

THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON STREET, MELBOURNE. 3000 ——————— **663-3505**

The Australasian **MODEL RAILROAD** Magazine March/April, 1969 Vol. 4 No. 2 Issue 37.

The Official Journal of SCMRA in Australasia; incorporating the YARDMASTER, The Bulletin of the Sydney Model Railway Society

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Editorial

Which way model railway standards in Australia? Should the various associations lay down a set of track and wheel standards for use by the Australian model rail industry, or should they urge the development of a track system which will accept all types of wheels?

In the United States the National Model Railroad Association was able to develop a set of standards which were adopted by all makers of 'HO' model equipment. This has given the modellers the opportunity to mix their equipment without difficulty. The NMRA were fortunate in this project as they were able to develop their standards before there was quantity production of the 'HO' range of equipment. It is notable that the NMRA acknowledge the presence of a double standard in the case of 'O' gauge which was already well established when the association was formed.

Today, 'HO' is just as well established, and the amount of equipment produced in this country is so small that even if a set of standards were developed for use in this country, it is not likely that we would be any better off, as the overseas manufacturers would not pay them very much attention. So it would seem that we must learn to live with a multiplicity of wheel profiles in this country.

It would be of little doubt that there is a need to have a means of free interchange of the various proprietory lines available in this country, and it is felt that the sooner the bodies interested get together in an attempt to work out a practical means of achieving this aim, the better for all concerned.

In an effort to create some discussion on this matter, we would like to suggest that we investigate the further development of what is known generally as the 'universal' type of track. Outside the U.S.A. the problem of wheel profiles has been a source of continuing trouble, and in the United Kingdom and Europe there has been considerable research done, and a number of systems which claim to be universal have been developed. None of these systems, however, seem to be completely satisfactory, especially when it comes to accepting the NMRA type wheel. Probably because this type of wheel is not widely used in Europe, and so was not fully taken into account.

In Australia, where the use of the British, European and North American wheels are all widely used, the lack of any true form of guidance in the selection of track systems is confusing to the new modeller, and a hindrance to the faster development of the hobby in the country.

It is to be hoped that in the near future some agreement can be reached by those who are pledged to help in this regard, so that once and for all there is one thing in this country which allows us to operate trains, rather than having to spend so much time trying to turn down wheels or chop up equipment so that the wheels we have to use fit.

COMING EVENTS

REDCLIFFE, QLD.

May 3 to May 10, 1969

South Peninsula Model Railway Club are organising an exhibition for the Sub-normal Children's Assc. For further details please contact the Exhibition Manager:

Stan Foster,
21 Conley St., Clontarf Beach,
Qld., 4019.

March 1-10, 1970 **Melbourne**

1970 International Convention
Headquarters Savoy Plaza Hotel
Registrations to: P.O. Box 68
Boronia, Vic. 3155

On the Cover . . .

A logging scene on the "Moping Branch Railway" of Kevin Loughead at Port Adelaide, South Australia. Photo by J. J. Bevan.

NEXT ISSUE
Special section on traction and tram cars.

MIXED GAUGE

by Spencer Street

Reading the letters to the editor, I am pleased to say I find someone coming to my defence on the problem of scales. I will say no more on this matter, but it would be interesting if a few more people wrote their thoughts on the subject.

Mr. Tucker's letter did raise another interesting point: where are all the high-quality British models? The only British producer we see here is Tri-ang. But why can't we buy Trix, who produce beautiful models and with fine wheels? Hornby-Acho is still being produced in France, and they must be the only European line not imported.

Perhaps someone in the trade can tell us the reason we cannot buy these models. There is little that is produced in the U.S.A., Europe, both West and East, and Japan which is not available, so why not from Britain?

★ ★ ★

I saw in one of our contemporary journals that in Britain the London Transport people are now making plans of their equipment available to people at the rather reasonable price of five shillings, plus postage. I know that the Australian railway administrations are very good with their policy of making drawings of their rolling stock available, but what makes the London Transport offer so noticeable is the fact that they are placing advertisements in the model press in Britain to publicise the service.

★ ★ ★

One of the most useful books that I have found is the N.S.W. rolling stock code listing which has been produced by the SCMRA. It only covers goods vehicles' codes, but in N.S.W., where there are nearly as many codes as there are vehicles, this is a most useful booklet to have. Now John Beckhaus, who produced the book, is working on another, which will list the passenger stock. I look forward to seeing it so that at last we have a hope of working out the system of code letters used on the NSWGR.

★ ★ ★

I seem to have watched what everyone else has written in this edition and I just have to add my bit to what they have to say, and I must make comment about what the editor has written about track work. Frankly, I think that what we have is fine, most people have learned to live with this problem. But we do have a problem of similar dimensions: what about couplers? This country is cursed with more types of couplers than there are track systems,

(Continued Page 10)

A PASSENGER CAR CONVERSION

By Peter Wilden

The completed car, which looks typically S.A.R. without actually representing a particular class. The author calls it a type 'S' car. Under-exposed, purposely, to show the fluting. Note the slight ripple below the windows where the number board was removed.

The cars we intend to produce in this article are a representation of the latest type of car used by the South Australian Railways, either the "J" type cars as used on the "Overland" or the "D" type cars as used on the intrastate services. I say we will only have a representation of the car, and I must qualify this statement with a little personal philosophy.

I think that when we build a model railway, we try to create an illusion of a railway system, simply because we don't have the facilities to do anything else. Because of our lack of space, we pretend that 60ft. of track is really 600 miles of railway with an Enfield or Dynon marshalling yard at each end, and of course that 4ft. platform is thought of as being as long as Albury and at least as busy as Flinders Street.

We have a similar problem with Australian rolling stock. We have a choice of a few local kits, and the rest we must scratch-build or produce by modifying kits. Now I am not a very skilled person, and so I strive to produce an impression of the prototype rather than a 100 per cent accurate model. I am not worried that I don't have a brake gear under the cars I build. I prefer my wagons not to show their bottoms in public. So if you are hoping that this article will tell you how to produce a "rivet counter's" delight, read no further this: this is for those of us who think we are unskilled and want to see results in a hurry.

Unfortunately, the cars I used are the Tri-ang R26, and are now unavailable. But do not despair, the Tri-ang "Southern Aurora" cars will do the job. The difference between these cars and the one I used is that the new ones are one window shorter. You may be able to find some of the older type cars if you hunt around. I was able to make up an eight-car train by scrounging through friends' junk boxes. The longer cars are a scale 72ft. long, which is just 6ft. shorter than the SAR cars.

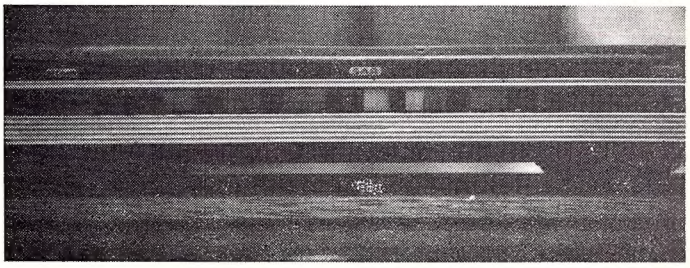
Apart from the Tri-ang cars, you will need a tube of plastic modelling putty, some sandpaper of various grades (especially some fine grade), a piece of old hacksaw blade and a few other bits which may or may not be needed. You will understand what I mean by that as we go along.

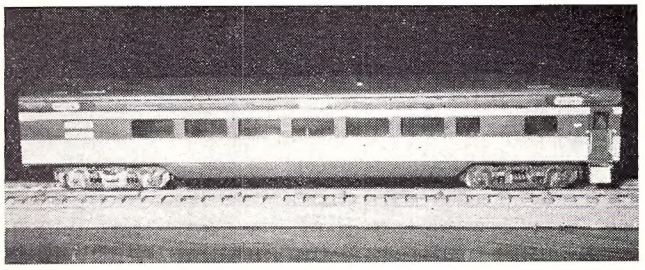
To start, remove the roof and take out the window glazing and the interior. I had some cars which had the roof fixed on, and the windows are now a mess, but this would only be a problem if you have some of the very old cars. If you intend to replace the Tri-ang bogies, now is the time to remove them: just drill out the mounting rivet and they will fall off. Then replace the roof. Make sure it fits back on the car snugly, the screw will stop it bulging up.

The next step is the hardest part, and so give yourself plenty of time. We have to fill in the ripples above the windows; not all of them—just the top two, or the depth of the letter board. This is done with the plastic putty. It is a tricky substance to work with, but if you follow the directions on the tube you should have no trouble. I used AMT brand which I bought in the model-car section of a hobby shop. I had difficulty in getting the putty to stay where I wanted it, but I think that this was because I had not used the stuff, for as I have used it more, results improved. The knack seems to be to not try to smooth it out as you put it on, but rather leave it thick and sand it smooth when it is properly dry. Make sure you leave two corrugations above the windows; if you get the putty in them, scrape it out with a toothpick before it dries. The drying time of the putty no doubt varies with the weather, so I suggest you let it dry overnight. In filling the sides, you should have run some of the putty on to the roof, so now is the time to prise it off gently. The roof will come away fairly cleanly, but it is wise to keep the car and the roof matched, this way, when the car is painted; the joint will not be so noticeable.

When the putty has dried, sand it back to the original ridges. Do this carefully, so as not to rub away the corrugations you want to keep. As you sand, you may find that there are a few air holes and hollows; fill them in and sand them back, or they will show up alarmingly when you paint the cars. You can see what I mean if you look at the photograph of the completed car.

Now comes a time for decision. If you decide to model the "Overland" cars, you have now just about finished the job; but if you want the "D" cars you still have a little bit to do. I must be fair and warn you, if you have sharp curves, stick with what you have. The "D" cars have steps under the doors, and on sharp curves the steps will foul the bogies. I have found that a 30in. curve is about the minimum for the cars as I have built them: if you want the steps and the sharp curves, the only way out is to cut off the skirts under the cars. This will give you a car much closer to the prototype, which does not have them. My steps, by the way, came from an old plastic kit of a North American type caboose. I have not seen others which are suitable.





Photos by the Author.

Having made this great decision and fitted the steps, if wanted, you can go ahead and fit the bogies. The only type that is readily available and suitable is the streamlined passenger-car bogie produced by Athearn and Tensodo. As the mounting of these two types is different, I will leave exactly how you mount them up to you, but the easiest way is to fill in the hole in the bolster moulded in the car floor, and then mount them on the bolster. If you have mounted the steps, you will have to do a bit more fiddling.

If you are modelling the "D" cars, you will have to remove the little plate under the windows. This is easily done by running an old hacksaw blade along

(Continued next page)

PASSENGER CAR CONVERSION (cont.)

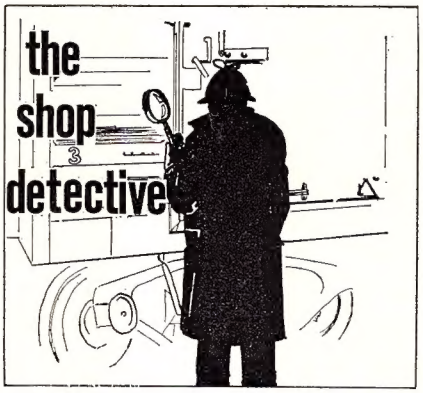
the line of the grooves in the side. You can just see a slight ripple in the fluting on the side of the car where the plate was. When you have finished the car as you want it, it is time to start painting.

Don't give up, it's not as hard as some people make it out to be: all you need are a couple of good brushes. If you are not sure of the types of brushes you need, an artists' supply shop will help you. You will think the brushes expensive, but if you look after them they will last you a long while. The paint I used to paint these cars was Humbrol Railway paint. The colours used were silver, Canadian Pacific Tuscan red, and matt black. You can see where to paint the silver and the red from the pictures. The matt black I used to paint the corridor connections. The bogies are silver. I painted the roof red, as were the early Overland cars, but now they are coming out of the shops with a dark grey roof: personally, I don't think it looks as good on the model, as it is the roof which is seen most.

The lettering of the cars is tricky: the problem is the shape of the silver background. I painted the letter-board silver, and then marked out the shape of the backgrounds with a soft pencil and then painted the red areas, using a No. 00 brush and drawing it away from the lines. I have no doubt that someone can tell me an easier way, now that I have done it. The lettering was done with poster paint and a mapping pen. I mixed some crimson with Prussian blue (go easy with the blue) until I had a colour which matched the Humbrol, and then with the paint about the thickness of cream used it like ink. You will find that it won't adhere to the silver, but if you cut down the sheen by daubing talcum powder over the area to be painted, all will be well. When the lettering is dry, carefully brush away the powder, and cover the lettering with a clear lacquer. The beauty of using poster colour is that if you make a mistake you can wipe it away with a piece of damp Kleenex.

Well, if you have done all that you should have a fairly good-looking passenger car. It does not represent a specific type of car, but then did the original or a lot of other cars which are available off the shelf for that matter? With as few as three of these cars, a couple of bogie goods vans and a model of a Goodwin-Alco diesel, you will have a reasonable model of a typical train seen every day on the South Australian Railways.

All being well, next month we should have another simple conversion which will give you a dining car for the train, then we can run it as an interstate express. Now, who said there are no Australian passenger cars available?



It has been a very quiet month in Sydney hobby shops, with very few new lines appearing. The North American dock strike may have caused some disruption of shipping services; even so, there are some interesting items from Europe in the shops. It is unfortunate that your Sydney detective has not seen any new local kits which he can report.

Fantastic Hobby Shop in Angel Place still have their excellent range of Wills Finecast Models. It seems that they have the full range of locos. These kits are a must for followers of British railways before nationalisation, and probably for a time after. They are modelled in 4mm. scale and are designed to fit on various propriety loco chassis and with prices ranging from $6 to $20 they are worth calling in to the shop to see.

Hobbyco, as always, have a large range of just about everything, especially for modellers in 'N' gauge. The Atlas 4-6-2 Pacific is now available for $39.95, and Con Cor's model 4-6-4.

Many of us have lamented the scarcity of the Airfix locomotive kits which are ideal for just building for the fun of it, and then putting them in a 'museum' type setting on the layout, or even in the roundhouse to build up the loco roster. John de Horne has been aware of the problem and has spent a deal of effort in obtaining these kits and he has the best range in the city. Given the pride of place in the display is the newly released Southern Railway 'Schools' class, "Harrow", which can be yours for $1.90.

Fantastic Hobbies also have a good variety of early Australian kits mainly in 'O' gauge, which are worth calling in to see, even if you do not model in that gauge. For the 'HO' modeller there are plenty of local kits available, this being one of the few shops who bother to stock them.

At the other end of town, Hobbyco have their usual large stock of 'N' gauge equipment, they could now have the slogan "Australia's 'N' gauge centre". So one is always eager to see what is new in this range. The Arnold Rheingold set is now available, the full length cars are really beautifully detailed, although quite expensive at around $6 each. It is interesting to compare these cars with the new Atlas models of the standard UIC European cars which are also full length, are well detailed and sell for only $2.35. Also from Atlas, is the model of the USRA 4-6-2 Pacific which is available for $39.95. Con-Cor's model of the 4-6-4 Hudson will be available early May, as will the model of the GE U50, prices will be announced later. The name 'Heljan' is already well known for their 'N' gauge structures, and now the 'HO' line has been released. The models are in what can only be described as 'international Modern' style, and so can be used on any layout regardless of prototype without looking out of place. Most of the kits sell at under $2 and so are worth looking at.

Most modellers will have seen Tri-ang's model of "Flying Scotsman" by now. If you haven't, Hobbyco have a good stock and they are happy to let you inspect one. This loco has been fitted with the finer flange now being used by Tri-ang and should be able to run on any track which will accept the European standard flange. At the moment the model is only available in British Railways dark green livery. The price is only $17.95, and no one could complain about that.

Rivarossi have released a new 0-6-0 shunter of European style. It has the usual high quality cast plastic body we have come to expect from this manufacturer, although the price of $22.50 will mean that only the follower of European steam or ardent anti-diesel people will really be interested. Those interested in buying a shunter which can double as a main-line locomotive will be pleased to hear that the Athearn GP9 is again available for $19.95. This is a higher price than when previously available,

(Continued next page)

SHOP DETECTIVE (cont.)

but it is now gear-driven, rather than by the old Hi-Fi drive. Have many noticed that the GP9 has more than a passing resemblance to the Queensland Railways' 1460 class?

One of the things which people in Sydney find useful about Hobbyco is that they have an excellent range of books and magazines for the railway modeller. It is always worth spending a little time having a look amongst the wiring and track layout books to see what new ideas are in the world, and this is how I came across a book called "All About Signals", by John Armstrong. Based on North American signal practice, the book gives considerable information about the setting up of a signalling system on a model layout. I was only able to glance through the book, but we hope to review it in full next edition. Meanwhile, if you have been waiting for a book on this subject, you will find the price of $1.89 not wasted.

Going round to Searle's in Pitt St., I noticed the large crowd in front of the window, and not without reason, for there was the largest operating model railway I have ever seen . . . believe it or not gauge '1'. It is officially called a garden railway, and it is sold as a set comprising 0-4-0 tank loco, 1 van and two passenger cars, ten model passengers and train crew, and a circle of nickel silver track about ten feet in diameter; the price $80. Ideal for those who want a break from modelling 'N' gauge.

In the same shop there are also some Kibri track boards—made from plastic, and about 4 x 3ft. These boards are most interesting, they are covered with grass, and the roadbed is ballasted. This means that there can be no variation with the track plan, but at $49.60 it is a most useful item for someone wanting to build a layout in a hurry.

For those who are interested in the more exotic types of U.S. diesel locos, one can still get models of the E.M.D. BL2 now marketed under the name "Tempo". Searle's have these painted in many road names, and priced at $12.95. It is worth noting that the boxes these models come in are marked for AC/DC operation; perhaps some Marklin users may like to investigate further.

Whilst in Searle's it is worth looking at the Prieser scenic accessories. There is a good range of horse-drawn waggons, and people as well as settings suitable for small parks. These models are beautifully made and are hand painted, so they are expensive around $3 for most items but probably worth paying for, for a special project.

In the not yet available, but coming soon department there are a number of items worth watching for. The big news is the impending introduction of the Graham Farish 'Formoway' track system. This will be released around the middle of the year. We have no details as to price as yet, but we should hope that a firm with a history as long as that of Graham Farish will attempt to be as competitive as possible, certainly until they are established in the local market. The track is claimed to be of a universal pattern, and we look forward to being able to review this product at an early date.

The Fleischmann 1968/69 catalogue is at last available, although many of the items shown are not. Their model of the German Federal Railways class 221 diesel hydraulic looks to be so detailed inside that it is hard to see where the motor fits. Of interest to all modellers is what Fleischmann call system 530 — this is a ready-to-run control panel in effect. Various modular pieces are clipped together to make a full schematic diagram complete with control switches. This should be a very useful item for those of us who are not very good at this sort of work.

Keep on the look-out for the reappearance of the Hornby-Acho line, which I understand may be brought in by one or two hobby shops in Sydney. Older modellers will remember their models of the French-built Budd type stainless steel cars used on the 'Mistral'. They were full length, and the roofs were lightly weathered with a coating of smuts which the cars collected on the sections where they were hauled by steam locomotives.

Remember, if you are interested in any of the articles mentioned in this column and you write to any of the people mentioned, please remember to say you saw it in the AMRM.

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'HG' Brake Van	□
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'WHO' 45in. Gondola	★
A.E.C. Railmotor	□
SAR	
'FB' Flat Car	★
'On' Ore Wagon	★
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'Z' Brake Van	★
'QR' Gondola	★
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HOW TO IMPROVE YOUR MODELLING

Be your own worst critic. Find fault with what you have done. Ask yourself, "IS THIS THE BEST I CAN DO?" If the answer is no, then don't be afraid to do the job over. The best modellers throw away more parts than they use, simply because they know they can make a better one. This attitude pays off. A model that is built for operation on your layout doesn't require this sort of attention. However, this is a good place to practise your skills.

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HINT

Have you ever tried to paint small parts only to end up frustrated, angry and painted yourself? Here's a way to handle those small parts. Get a piece of sello-tape or masking tape, and lay the sticky side up on a sheet of newspaper. Place two short pieces of tape sticky side down at each end, thus holding the first piece in place. Now, place the small parts which are to be painted in place on the sticky tape. If you brush—paint them and they will not roll over. If you spray them—they will not blow away. Think the idea is silly? Try painting a brake wheel!

WHICH SIDE IS YOUR SIDE?
Which Side of the Fence Are You On?

Apart from our printer and his henchmen, none of us is a professional in the art of publishing. We're all amateurs just like you. Preparing this magazine is just a spare-time job for us all. Over the years, several hundred people have contributed to the pages of AMRM in one way or another. A letter to the editor, a full-blown article? A sketch or plan or just an evening planning a layout for a future issue?

We like our side of the fence, we think you would too. Why not come over and join us? We would be glad to have you; not just for the help with a story, photo or plan, but for the pleasure of having you as one of the gang. It doesn't matter if you live past the Black Stump, you will still belong.

NEXT MEETING?

READ CLUB CAR

S.C.M.R.A.
EASTERN DIVISION

Southern Cross Model Railway Association

The Eastern Division of SCMRA has for several years operated a model railway at various exhibitions. This well-known layout has now been replaced, and is therefore surplus to requirements.

The layout covers an area 12ft. x 6ft. and consists of a double track main line, a junction yard, and a branch line. All the track has been hand laid, and is fully ballasted, and main line turnouts are power operated. The wiring is designed for cab control from a fully diagrammed panel, which requires only the connection of the controllers of your choice. The whole unit is, of course, fully sceniced.

A price of $100 is extremely reasonable for a layout such as this. It is ideally suited to someone looking for a first layout or one for exhibition work, for which it was specifically designed.

For further information or to arrange to view this layout, please contact:—

J. Bevan, 46 Thorne St., Edgecliff, N.S.W. 2027. Telephone (02) 32-1000 any evening.

MIXED GAUGE (cont.)

and I would like to see some move towards the institution of a recommended coupler. I am aware that one overseas model group recently spent several hours discussing the adoption of a standard coupler, but surely with the variety available the Associations in this country could get together to decide on an Australian standard coupler. I do not think that it necessarily has to look prototype—after all, our curves are not; it just has to work and be priced reasonably.

★ ★ ★

A number of people have pointed out to me that one of our advertisers in the last issue did make mention that he had a limited stock of the old Hornby-Doublo 0-6-0 diesel shunter. One person wondered if many people realised that this model was almost identical with the Victorian Railways "F" class shunter. Of course, if this model is unavailable now I am sure that the equivalent model produced by Tri-ang could be modified to the same type.

★ ★ ★

There must be many models commercially available which can be converted to look like local equipment, and I am sure that many people have done so. What puzzles me is, why don't you who have done these conversions write in and tell us about them? Here at the magazine we hear people saying that it would be good to do this or that conversion, and we agree that it would, and ask for an article about how to do it. All we can assume is that they never get around to doing it, for we never see the article. Too often when approached later, we find that the job was done, but the person concerned felt that he could not write about it in a way suitable for a magazine article. This should not deter anyone really. We have written full construction articles from as little as a drawing and a few good descriptive notes. Why don't you tell us about your attempts?

★ ★ ★

One of my spies have just returned from South Australia, where he was able to confirm a long-held belief of mine that the SAR did import some Pullman sleeping-cars from the United States at the same time as they imported the dining car "Adelaide". I had heard that one of the cars was named "Mount Lofty", but we were not sure, and that it was sold to Commonwealth Railways, who had converted it to a workmen's van. This appeared to be a reasonable theory, as in the booklets issued by Commonwealth Railways there is a photograph of an instruction car which looks as if it was a Pullman. Now comes the point of this item: one of the cars found was "Mount Lofty" in its original SAR paint scheme; the other car is still used by Commonwealth Railways as a sleeper, coded ARC. Now the question, with no prizes for the answer: can anyone tell me just how many of these cars were imported and, if possible, what were the names of these cars?

Scone railway yard

By Alan Templeman

The township of Scone is situated in grazing country on the N.S.W. main northern railway line, 195½ miles from Sydney. The station layout is simple and lends itself to modelling. The line here is single track, the double track having ended at Antiene, 25 miles to the south.

As well as the platform road, there is a passing loop, designated the through road, and a goods loop, one end of which is extended to form a dead-end siding for BP. At the north end of the station is a loop stock siding, while at the south end is the goods yard, having a loop siding with dead-end extensions (one into a dock at the back of the platform), a run-through goods shed, and a yard crane. There are level crossings at both ends of the platform loop.

Signalling is by manually-operated lower quadrants, there being distant and home signals in both directions. There is a down starting signal, but no up starter.

The platform has two distinct levels, the original part being noticeably lower than the more recent extensions. Two water-tanks are situated at the northern end of the station building.

The main passenger trains to pass through Scone are the Northern Tablelands Express, Brisbane Express via Wallangarra, the North-West Mail (to Moree), and the Glen Innes Mail.

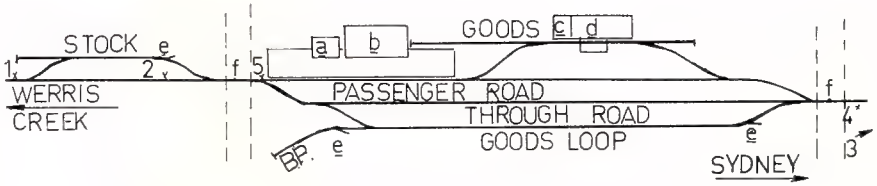
As well as general goods there are livestock trains, and heavy bulk wheat traffic when the harvest is being moved. Scone thus provides a simple prototype with interesting operational possibilities.

In the latter days of steam operation the most common locomotives were the 35, 36, 50, 53 and 59 classes, with occasional 60 class towards the end. Now the line is dieselised with 40, 44 and 45 class the most common types seen. The Northern Tablelands Express is composed of two DEB sets (a four-car set and a three-car set).

Illustrations—

Photograph 1—Station Building, Scone.

Photograph 2—The Down Northern Tablelands Express passes Scone goods yard.



SCONE

not to scale.

SIGNALS.

1. UP DISTANT
2. UP HOME
3. DOWN DISTANT
4. DOWN HOME
5. DOWN STARTER

a. water tower
b. station building
c. crane
d. goods shed.
e. derail
f. level crossing.

ITCHY FINGERS

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THE EYRE PENINSULA DIVISION

By R W. Holden

The more patient readers of *The Australasian Model Railroad Magazine* may recall an article describing the beginnings of a scratch-built layout in ⅜in. to 1ft. scale, based upon the South Australian railways 3ft. 6in. gauge Eyre Peninsula lines ("1n3½", Sept./Oct. 1967). For various reasons this revelation burst upon the model railroading world at a time when the project was still very young. However, the General Manager has now suggested that it would be appropriate for another report to be released to the eager public.

The article mentioned above was written when only a few pieces of rolling stock had been completed (together with a certain amount of track), and construction had begun on an "870" class diesel locomotive. The work had been interrupted due to a transfer to another part of the State, which had caused the abandonment of the original outdoor layout plans.

The locomotive was eventually completed in June 1967, and has proved satisfactory in operation even on the 1:24 gradients of the main line. Power comes from a Pittman DC105A motor, driving four of the six axles through universal-jointed shafts to worm gears working in oil baths. Maximum scale speed is about 30 m.p.h., which is probably the maximum achieved on the prototype under working conditions. Load is carried by frames between the wheels, with the exterior bogie structure being purely decorative. The disc wheels were constructed from "O" gauge 40mm. drivers reversed on their axles with plain discs soldered over the spokes. The treads were then replaced so that the flangers (rather naturally) were on the insides. Construction, as for all rolling stock, is from 22g. brass sheet.

In its new location, the layout consists of an inside terminal area (named "Cummins") situated at one side of a large garage, with a single-track main-

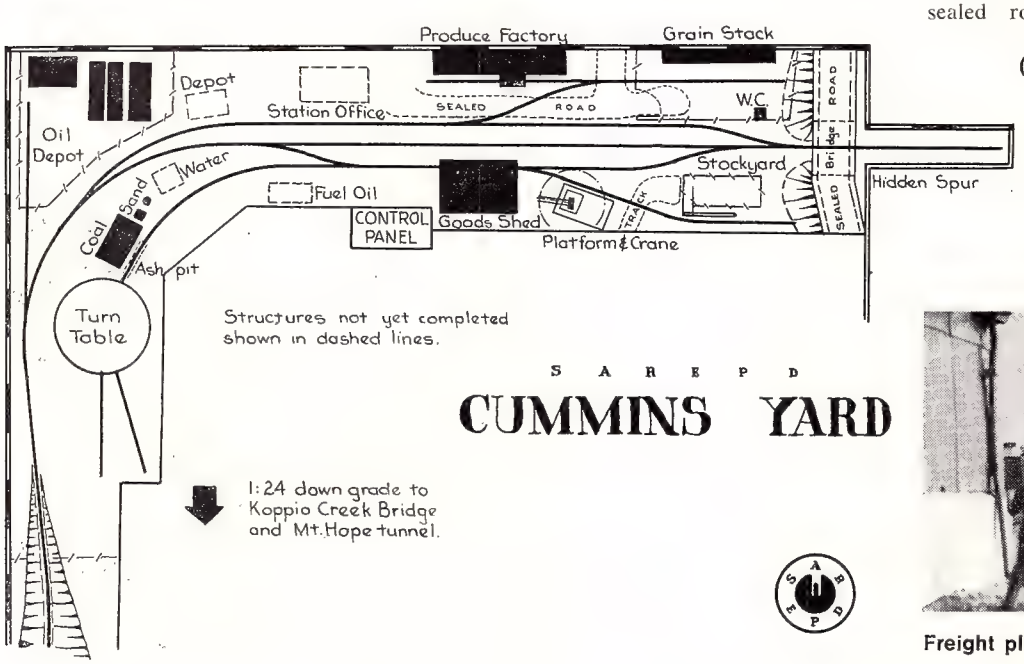
870 class diesel loco crossing Koppio Creek bridge.

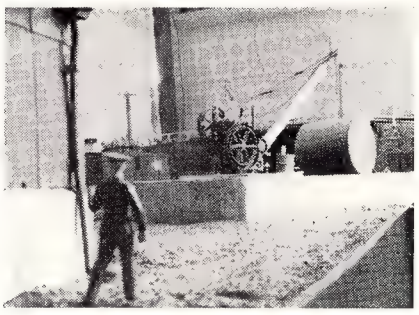
line leading to a 44ft. by 23ft. outside section, which is eventually to contain an involved sort of balloon loop. Tables and trackwork for the terminal are finished, together with the approach track which includes a tunnel through a stone wall to reach the outdoor section. While the track plan of the terminal has a superficial resemblance to the real Cummins, it was in fact developed from the "Alcheringa" yard described by Jim Blaney in the AMRA of October 1965. Perhaps the major change has been the addition of a road bridge at the far end of the yard, with a spur running on to a short shelf outside the shed. No such bridge exists at Cummins (although the prototype is to be found elsewhere on the system), and its purpose on the layout is to give the impression, not of a terminal, but of a station on a through line which continues on its way under the bridge to greener fields. The hidden spur is long enough to hold a locomotive and a couple of trucks, to facilitate switching.

The operating panel is wired on a track diagram, with simple manual control. The power source is protected against overload by inserting auto globes of suitable rating into the circuits, which not only limit the current, but also give visible warning of malfunctions. The track was built in sections, using "O" gauge steel track cemented and spiked to individual wood ties, and then laid on strips of "Caneite" nailed to the table-top. Switches in the yard are hand-operated by knobs protruding from the fascia of the layout table. A friction device on the knob shaft holds the blades in one direction against a spring throw-arm, and a fishing sinker provides positive closure in the other (see AMRA, July/August 1968).

Scenery and structures around Cummins and the approach track are well on the way to completion. As mentioned above, one end of the yard is bounded by the timber road-bridge and embankment, which also carries a sealed road, fences, powerlines, and

(Continued next page)





Freight platform and crane in Cummins station yard.

THE EYRE PENINSULA (cont.)

street-lighting. Other major structures in the yard area are a large goods-shed, a grain stack and produce factory (both in "relief" against the back wall), a stockyard, freight platform and crane, oil depot and, near the turntable, coal and sand facilities. On the mainline a two-span plate girder bridge carries the track across the deeply-cut Koppio Creek. The corrugated iron for the structures was obtained from "Edgell" soup cans, which turn out about right in this scale. Ground material is simply earth, sieved fine, laid, and then wetted down. No trouble has been experienced from this loose filling, except when wheels pick up grit during a derailment—which is fortunately a rare occurrence with the heavy equipment. Its three great advantages are realism, cheapness, and ease of alteration or maintenance.

Train on the up grade to Cummins passing the track maintenance gang.
(Photos and diagram by the author.)

Work planned for the immediate future is the completion of locomotive facilities at the turntable, station buildings, and the general upgrading of overall scenic effects. There is also a pressing need for more rolling stock, especially a passenger rail-car. Only then will it be possible to think seriously about the problems involved in the construction of the outdoor loop.

IN A LIGHTER VEIN

"Seems that this driver was late . . . his call-boy had awakened him late in the first place . . . then his car wouldn't start . . . When he got to his loco the steam was low and the fire almost out . . . when he got to the yards, they were late making his train up . . . when he tried to get to the main, the signals were all fouled up . . . when he eventually got the 'all clear' and did get his train running fast to make up the lost time, —rounding a curve—he saw the Daylight headed full speed right at him on the same track and not very far away. He turned to his fireman: 'Did you ever have one of those days when everything went wrong?'"

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CONGRATULATIONS ARE IN ORDER

to the Organisers of the Easter Conference and the Sydney Model Railway Clubs making it possible. Good show!

Dear Readers,

The Editor of AMRM (or one of them) said to us we'd better hasten a story to them or everybody'd think we'd gone broke or something!

This story is unillustrated, and as your Editor said 'or something!' we'll admit it is something! Actually, we've been—like Brer Rabbit—up the hollow log, 'laying low', because we've been (and most regular Peco stockists have been) out of stock of Peco Streamline Track and a few scattered other lines in 'HO/OO'. This has been due to shipping problems and then port troubles—too big for us to do anything about. Only now, as we write this, does it look as though we'll be in full stock again in a few days. Now we know that there will continue to be a scarcity of shipping, we can take due steps to obviate the difficulty, and provided manufacturers can keep up with orders, we should be OK from now forward. Which means that shops should have stocks and you'll be able to hop in on Friday afternoon and pick up your regular half dozen yards or so.

Whilst model railway trading might look like a nice easy way to earn a living free from undue stress and strain, so far as we are concerned the tremendous ebb and flow of demand, world-wide manufacturing problems, shipping delays and port troubles and casual hold-ups in all forms of transport, keep us hopping—and hopping mad the rest of the time.

This is in turn the lot of your dealer—he can't help it either, but he knows full well, that so long as he has the money to pay for it, and has been afforded dealer status, his order will be out of our store as quickly as an efficient set-up, good packing and efficient transport service can get the goods to him. There is no way of earning enough to cover expenses even, by having stock in store and admiring it. It has to go out and as quickly as possible.

Any modeller may be assured that if he enquires from a reputable stockist, accredited by us, and the dealer says "I ordered it from Bill Gardner and he didn't send it," you can stick a pin it it, we didn't have it. Unless we've just run out, unexpectedly, its replacement will be on order. It takes a manufacturer from 4 weeks to 26 weeks to assemble an order, and even then it is likely that some lines will be out of stock. Many lines, particularly plastic ones, are made in batches in rotation, which the manufacturer hopes will last till the next run, but many do not. In the period of waiting we will have placed probably anything from one to four additional orders, and the amount of book-work required to ensure that goods are ordered but not ordered twice is fantastic. Add to this a shipping time of from 8 to 12 weeks (some lately 14 weeks) and the problem is an extremely exacting one, requiring a high degree of skill—so don't let it fool you. Retailers have a similar problem, although with slightly lesser times involved usually, but the irritation remains. So please have sympathy with their problems and if you place an order, unless absolutely essential, don't cancel it.

We in Australia get a consideration far in excess of any that our size warrants. After all, our population is only 5% of America's and our climate much more amenable to outdoor occupations—like mowing the grass!

We and our dealers appreciate modellers' problems and do whatever we can to assure continuity of supply of all lines in demand, and any failure in this objective is due to circumstances beyond our control.

WHAT'S NEW FOR 1969

We hope we've presented the story about why scarcities do develop due to manufacturers and shipping delays. Occasionally, shortages are caused by sudden rushes on lines. In 1969, most of our manufacturers seem to be using the year to catch up with short production and to finally get out lines announced as coming in previous years that have not yet arrived. Peco say their Double Slip in 'HO/OO' is just around the corner. Rivarossi's Single Slip should be issued. Arnold in 'N' Gauge hope to get the balance of lines announced in 1968 out, and the same picture is shown by many other makers.

Both Rivarossi and Pola have announced 1969 production in 'O' Gauge 2-rail, the former with one U.S.A. 10-wheeler loco kit in plastic and metal, either as a mantlepiece non-powered model or powered for running purposes, long bogie continental prototype coaches and 4-wheel goods vehicles. Pola a 4-wheel tank loco and 4-wheel goods stock. More details later as prices aren't known.

Kibri lines for 'HO/OO' and 'N' Gauge are now actually in stock, and there are some beautiful models among them. Just to hand 'N' Gauge farm buildings (3) No. 7062 ($5.15), and Shopping Block No. 7124 ($3.55). The former will do very nicely for Australia, particularly as to the barn, machinery shed and silo and the house has counterparts locally in the style of some more modern types. First 'N' Farm we've seen that looks like the local scene. The shopping block is up-to-date and you could find its counterpart in just about every provincial city and every suburb of every metropolitan city in Australia. We must have about 20 new Kibri kits in all. Peco's new 4-wheel 'N' Gauge vehicles are gradually arriving. NR-5 to NR-8 have already done so. These are priced uniformly at $1.35 each. Very nicely done.

ATLAS 'N' REPRICING

Some Atlas lines are repriced from 1st April, 1969, on trial. See your Atlas 'N' Gauge dealer for details and see list in April "Model Railway Newsletter".

AMC PUBLICATIONS

As we think you'll be aware, most information and details of products are dealt with comprehensively in our publications. A little typewritten folder each month details what is and what is not available and when re-prints may be expected, etc. This is free from us or we're sending them all over to dealers to save repetition. It's called "AMC PUBLICATIONS" NEWS.

The best way to get a fully comprehensive coverage of everything is to take out a Full Publication Service subscription ($2.50)—which will cover you for ALL publications for a period of 12 months (posted).

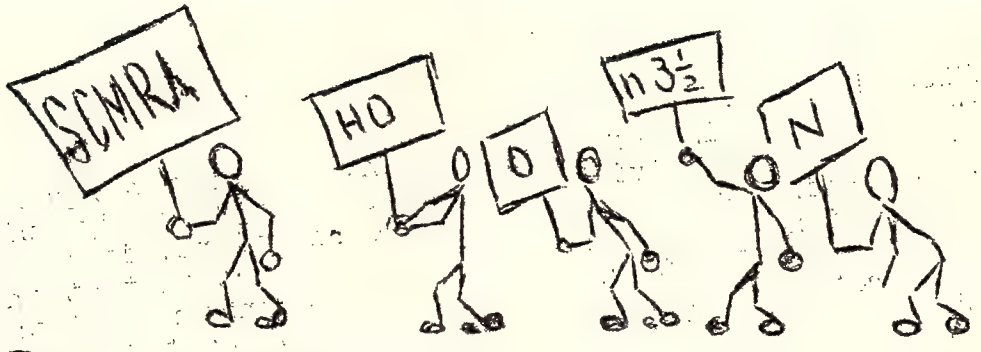
If you're only interested in the 'Model Railway Newsletter' once (or sometimes twice) monthly, then the direct subscription is 12 issues for $1 posted folded. This keeps you up-to-date. Friends of ours (he musta been a friend!) says: "Look! I don't think much of your 'Newsletter'. I can read it in ten minutes . . . but I don't want to miss it." Then he adds a P.S.: "I have all your Newsletters carefully filed—why don't you make them all the same size?"

Issue No. 44 (early March) contained a comprehensive two-page fully illustrated article on 'Laying Peco Flexible Track', which has been described by many as 'terrific!' Issue No. 45 (late March) was the Quarterly Trouble Shooters Issue. Had a lot of good meat in it. Did you see it? No. 46 (early April) is to contain a hang-up calendar with an NSWGR Loco on it, plus on the back useful 'gen' on Track Planning.

You can get the Newsletter from many hobby shops. To reserve it, you'll pay 3c. To take a chance on getting it, the price is up to the dealer.

It mightn't be much of a thing, but there is a lot of original photography going into it and we are developing new techniques.

THE BOOSTER



— THE LEADER —

ISSUE 9. MARCH/APRIL. 1969.

Having prepared three Boosters over the previous three months leaves very little to pass on this issue. However, things are happening which will be interesting to our members, and possible opportunity for all members to participate and contribute to the organisation.

To those members who joined the association after September 1967, we wish to advise that we are still awaiting arrival of NMRA gauges, and as soon as they are available, they will be sent out.

On the latest figures available, it appears that there are still a number of members who have not yet forwarded their membership renewal remittance. An early reply would be appreciated, thanks.

Included with some of the renewal notices have been a sprinkling of additional notes commenting on our activities and also on the contents of previous issues of the Booster. It is encouraging to those who spend time and effort in the preparation of the magazine and other material to hear from readers who have something to say which is worthwhile. One subject of concern to some members is the apparent lack of interest in association doings by those members who drop out after one or two years' membership. This is a problem in any organisation of this nature, but it is pleasing to note that the number of drop outs is decreasing. It is hoped that when we settle down to normal activities after Easter that we can resume work on data sheets etc., and we have good reason to believe that we will actually have (at last) some tape slide clinics from NMRA as well as locally produced demonstrations. There is a bit of new blood taking keen interest in association affairs, and all our dreams and promises will soon be realised, thanks to this extra help.

SUNSHINE DIVISION.

Max Chaseling reports that he will be attending the Exhibition to be held at Redcliffe in May, and any members who may be able to assist in promoting the association and the magazine at the exhibition should contact Max as soon as possible. There is a possibility that back numbers of the magazine will be supplied to Divisions at wholesale prices (on account), and the proceeds from the sale of the magazines will become division finance. Definite advice on this matter should be available before the next issue of the Booster is printed.

EASTERN DIVISION.

At the March meeting of the division, a motion was passed to the effect that as the division's layout was not really suitable as representing the association at exhibitions, it was to be sold. Another motion was also passed to the effect that at the next meeting to be held at the home of Alan Johnston on 12th April that concrete proposals be submitted as to what form the display for the October Exhibition should take. Eastern Division members are requested to attend this meeting and bring some good ideas along. There are still a few opportunities for you to be the host at a division meeting, the following dates are still free; 10th May, 12th July, 9th August, 13th September. The date for the June meeting has been changed from 14th to 7th, still at 116 Glennie St., Wyoming (Gosford). The change was necessary as the 14th is the holiday weekend. If you can assist with one of the above mentioned dates, please contact the Division secretary, Rodney Tonkin, 7 Park Ave., Oatley. 2223. as soon as possible.

EXECUTIVE COUNCIL.

There has been some discussion for some time on the subject of a recommended coupler and universal track. To make the effort really worthwhile, SCMRA, through the efforts of Rodney Tonkin is going to contact AMRA and the New Zealand Model Railway Guild, and endeavour to reach an acceptable decision on this very important matter. Your comments on what you think on the two proposals would be appreciated. Suggestions have already been received from entral Division, but we would like to hear from other divisions.

Other matters which should be followed through by the association in the near future is the import duty charged on model railway equipment. It seems that the duty is rather heavy, and this is a contributing factor to the high prices of some items. If you have any information concerning this matter, we would be glad to have same so that we can then prepare some form of action in the hope of having the situation reviewed. This problem is apparently more critical in New Zealand, and the NZMRG is at present working on the problem

AUST. MODEL RAILROAD MAGAZINE.

You may have missed some of the regular features such as Armchair Review and Shop Detective (from Melbourne, Adelaide and Perth, any hobby shops in Tasmania?). These two features are important and we would like to hear from the other states just what is actually happening in the shops. Regarding the armchair review, we are mainly interested in new items, or the reappearance of some 'out of stock' items. Photographs or samples of the items should be supplied for inclusion in the review.

We have had a good response to the advertisements for SCMRA in the previous issue of AMRM, 11 requests for information within two weeks! If you have any suggestions for other suitable advertisements we would be pleased to receive them.

Model Contest Judging

How often have you entered into some competition and wondered just what the judges were looking for when they made their decisions in selecting the winning entries?

We are publishing the following information in the hope that even if you never enter any of your models into a competition, you will find the information valuable in assessing the finished model, and if possible, improve the next time.

The points system used is just a guide, different judges have slightly different points for different factors, but the guide will be close enough for the purpose of the article.

Behind closed doors at each modelling contest judges evaluate the work of their fellow model builders. They have the opportunity to study close up the work of many fine model builders.

The judges are usually selected from among builders known for their ability in the hobby. So as not to make the task fall on the same individuals all the time, anyone feeling interested and qualified is encouraged to make himself known to the Contest Organisers.

The judging is not accomplished by flipping coins or drawing straws, but it is, in fact, an orderly process of scoring, comparing, evaluating and eliminating. The modeller helps his entry by supplying information to the judges who will determine how well the builder has accomplished the job he has attempted. The judges cannot be expected to know everything about the model and the prototype and must rely on what the builder has presented.

The judges work alone initially, scoring the models by the established point scale. Then together, they compare their scores and select the highest scoring models in each category. They further evaluate the models by discussing the good and bad features of each. They may re-score the factors on each model until the place winners are determined. Choosing among the first, second and third is often difficult, but choosing between third and no award is frequently more difficult. Awarding honorable mention recognises the models that are very fine but not quite tops.

Seven factors are evaluated on each model with a maximum point value showing the relative importance of each.

1. Workmanship (maximum points, 35) The amount and difficulty of the work undertaken by the builder are considered and then how well the job was accomplished. Strong consideration is given to care and neatness in the construction. Sloppy gluing or soldering and ill fitting parts will lose points for the model.
2. Scale Accuracy (maximum points, 20). The major considerations are how faithfully and completely a prototype has been followed, or in the case of freelance models, how plausible is the model, i.e., if it were real, would it perform the job intended? The proper size and proportion of components and material within practical limits also contribute to the scale accuracy.
3. Appearance (maximum points, 10). The overall appearance of the model is considered and the amount of detail that contributes to making the model interesting and realistic.
4. Painting and Lettering (maximum points, 15). The amount and difficulty of the painting and lettering job are considered, and how neatly and carefully these are carried out. Weathering is not essential to a high point score, but if done, it should be realistic and natural.
5. Ingenuity (maximum points, 10). Points are awarded for originality in design, construction or finish of the models. New or unusual ideas, materials and techniques will rate highly if they carry out their objective. Kit built models will rate low in ingenuity unless special features are added.
6. Use of Scratch Parts (maximum points, 5). The amount of components fabricated by the builder is considered against the amount of purchased parts. This is the quantitative use of scratch built parts; points for the qualitative aspect of scratch built parts are considered under Workmanship and Ingenuity.
7. Operating Qualities (maximum points, 5). When a model is designed to do something, it should do it well. Operating qualities will be tested or considered as much as is practical. Locomotives should run smoothly and pull a load; cars should roll freely and couple together; bridges should carry a load; scenery should create a realistic atmosphere; structures should stand firmly and appear to serve their purpose.

Any special operating or mechanical features will be tested.

From among the first place winners in each category, a best of show must be selected. The same techniques of scoring and comparing are used, but comparing vastly different models does not make the task easy.

When all the decisions are made, the judges may retire or hide out, but they are generally willing to come back and discuss the models with the builders and perhaps offer suggestions for improvements.

Participating, even more than just viewing the contest models, can be inspirational and challenging and add greatly to one's enjoyment of our pastime.

If you can find a dealer with the Newsletter you should also be able to buy from him whatever publications there are currently in print. We, like our overseas suppliers, are not as slick in getting re-prints done as we always think we're going to be. Must be catching! However, Booklet 50 covering tools, screws, materials, books, electrical gear, etc. (all the non-gauge items), 2nd edition re-print is just finished. It is free with any bought booklet. Folder 110/1 Peco in 'HO/OO' is in the shops (January issue), and No. 19K/1 K's in 'HO/OO' also.

Also, 'Full Retail Price List' of all lines in all gauges—Price 25c. What beats me is how do we get replacement pages to you? If you've any bright ideas on this, let us know. Anyway, it is full and it is current and it has an illustrated cover.

Coming up:

The Scenic Side of 'N' Gauge.
The Rest of 'N' Gauge.
Masasco the 'HO/OO' Scenic Division — 4th Edition — complete re-print with about 15 illustrated pages.
Booklet 190—Erg, Gem, Mac, Jackson, K's, Ratio, ATT Roundhouse, Romford and Sentinel (except Scenic lines) all in 'HO/OO'.
Illustrated folder for Atlas 'N' Gauge—the most highly illustrated list issued for Atlas anywhere we think.

Please—

SEE YOUR HOBBY SHOP FIRST

as a last resort contact us— AUSTRALIAN MODEL CRAFT CO.

Box 118, P.O., Albury, N.S.W. 2640. Phone: Albury 21-2473.

We'll be 20 years old this year!

Make your own grass

by ROLF

VICTA TIME IS PAST, NOW TO MAKE SOME GRASS THAT WILL NOT GROW!

Amongst some of the finer points of modelling scenery is the problem of making natural-looking grass, either short or long. The basic requirement for short grass is a load of sawdust and plaster-finish, or some other similar material. After the ground has been shaped, pitted, pocked, built up, gullied or whatever else you may do, stand back and take a look at the landscape.

Paint it completely with a light wash of light brown with scatterings of other earthy colours which would be evident in the area which is being modelled. When this undercoat has dried, wash the areas which have to be cultivated with aquadhere diluted with 50% water. Over this, sprinkle the sawdust in its natural state (not coloured). When dry, brush, blow, fan or dust the excess away, and collect for later use.

Now this is where the fun starts, and the most important thing to remember is that you don't have to be a professional to do a good job for the first time because it is very difficult to make a mistake. Leave the sawdust as it is and you have dead grass, and depending on the colour of the sawdust, it may even be burnt dead grass! To add a highlight, brush lightly over the tops with Floquil earth. If you want coloured grass, the following colours will be necessary: Floquil Dio-sol, diesel green, roof brown and earth. Also three small containers to hold a bit of each colour paint. Firstly, flood an area with Dio-sol (it will flow with the sawdust regardless of the shape or contour of the patch), then flow on a brushful of green. While it is still wet, touch a few drops of brown on to the green. Again the paint will flow into the Dio-sol. Mix a bit of earth in a similar manner. *Don't wipe off or clean the brush between colours. Mix the colours around a bit, and you will see that you get a very convincing "grass" with different shades mixing in together.*

After the grass is dry, dry brush with yellow, and you will get HO buttercups or dandelions; dry brush with blue, red, pullman green and you will end up with a field of flowers, weeds or whatever you wish. With a bit of practice, you'll be able to put down natural grassy fields in a very short space of time.

Now, let's take some long grass. Get yourself about three feet of sisal rope, and soak it in boiling water for 15 minutes. Remove the rope, unravel the strands and clip up the strands at each end to stretch to full length and dry out straight. The most difficult part of the job is now in front of you, just what is the long grass going to represent? If you are making bullrushes, you will need burnt sienna colour for the bottoms; light brown colour for wheat; and for roadside grass, some colour in keeping with the ground colour in the area. When you have settled on the type of long grass, make a mix of plaster and powdered colour to a heavy cream, and now you have to work quickly. Put down a small area of plaster, making sure it is at least ⅛in. thick. Grab some rope between finger and thumb and cut it off (the rope, that is) to required length, and jam the ends of the rope into the plaster. Don't be alarmed if the rope starts to tilt and lean over, it will look natural when it dries out. Also don't worry about getting an even distribution of the long grass. Variations in the thickness of the grass are quite natural.

Let things dry out and there it is, your long grass, but in its natural straw colour. The same method holds good for painting long grass as did for short grass.

Leave it as it is and you have dead grass. For wheat—flood with Dio-sol and Floquil earth, then brush the tops with another touch of earth after drying.

For bullrushes—flood with Dio-sol, then pullman green. After it dries, brush the tips with roof brown.

For weeds—flood with Dio-sol and diesel green, brush tips lightly with yellow and you have weeds in bloom.

Again, varying the density of colour will give you a natural-looking field of tall grass.

WHAT AM I?

I belong to no age, for men have always hurried. I prod all human endeavour. Men believe me necessary —but falsely. I rush today because I was not planned yesterday.

I demand excessive energy and concentration. I over-ride obstacles, but at great expense. I illustrate the old saying, "Haste makes waste." My path is strewn with the evils of overtime, mistakes, and disappointments. Accuracy and quality give way to speed. Ruthlessly I rush on. "I AM A RUSH JOB."

MORE AIRFIX ROLLING STOCK WILL SOON BE AVAILABLE

Limited supplies of 16-ton mineral wagons and ESSO tank wagons will shortly be available from leading toy and hobby stores.

Meanwhile, add further realism to model railroads with existing Airfix trackside accessories and rolling stock. For free colour catalogue and price list, write to Airfix, Department SCR, 38 Marshall Street, Surry Hills, N.S.W. 2010.

AIRFIX

JUST LIKE THE REAL THING

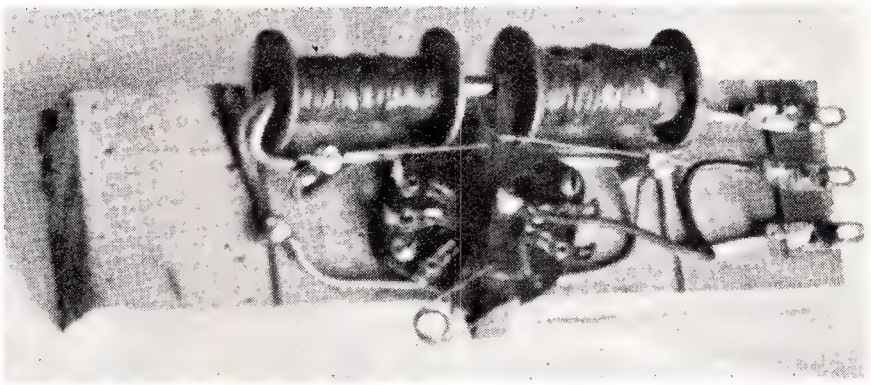
Point Motor Design & Construction

By I. G. WEICKHARDT

Remote control of turnouts is probably the most desirable facility on a layout. This desirability becomes necessary when the layout grows to any size, and develops the problems of turnouts out of effective reach.

For some years now I have been experimenting with electric switch machines. There have been the usual number of frustrations and disappointments, at which times I could have cheerfully taken an axe to the whole layout. Fortunately this never eventuated.

What follows is a discussion of the various methods of remote turnout control; and the construction of a cheap, versatile machine that will suit any gauge, the fruit of some considerable time of experiment and construction.



Complete point motor.

(Photos and diagrams by the author)

Methods of Turnout Control

(a) Mechanical: A system that is very much like prototype mechanical systems. It involves precision manufacture of many of the major components, and is a relatively inflexible system, i.e., the controlling lever frame and the rodding cannot readily be moved. However, it is a fascinating system to see and operate. Some say that they would rather have the mental exercise of operating a lever frame from memory than the "child's play" of a track-diagram control board.

(b) Pneumatic (air-operated): This system can be more flexible than the mechanical system. Those who know a little about plumbing, and are adept metal workers (and preferably owning a lathe), should manage it quite well. There was a series of article in *Model Railroader* several years ago on the subject.

(c) Electrical: This is by far the most popular system. It has the greatest number of advantages, and these are set out below.

1. Relatively flexible. The controls and connections are easily altered or moved.

2. The switch machines are generally easily equipped with auxiliary contacts for accessory functions such as lamp indication of position, track power control, and signal control.

3. Very low maintenance factor.

Switch machines fall into various categories.

Firstly, there are single-coil and double-coil types: these break down into further categories, as follows:

Single Coil Types

1. Rotary type: These are generally Government surplus types, and are used just as they are. They may or may not have auxiliary contacts. If it is desired to fit extra contacts, then refer to the construction of the two-coil machine further on.

2. Relay type: This is usually a telephone or similar relay, with or without contacts. It is generally used with an extension fitted to the armature, coupled to the tie rod. Coils should have a resistance of more than 100 ohms, otherwise there is a risk of overheating and consequent burning-out. They must be continuously energised when desired to operate the turnout to the branch. See fig. 1.

3. Pawl and ratchet type: This utilises a pawl driving a ratched one step at a time, with a crank coupled to the ratchet which operates the switch points alternatively branch-main-branch, etc. It requires short duration pulses to energise the coil, and some form of lamp supervision is generally necessary at the control board. See fig. 2.

Two Coil Types

There are two main types of two-coil machine: spring locked and bar locked. The spring locked machine is held operated either way by a lever and over-centre or "toggle" type spring.

The bar type locking mechanism is fitted to some commercial machines; it is not easy to manufacture it in a home workshop. See fig. 2a.

Most two-coil machines can be operated from a two-position (SPDT) switch at the control board. This is because most of these machines may be equipped with contacts which cut the power to a coil when the armature has almost fully thrown.

What follows now is a description of the construction of a two-coil machine, spring locked, and fitted with both coil cut-off contacts and auxiliary contacts.

The coil formers are made up first, from the fibre washers and the ¼in. paper bakelite tubes, as follows:

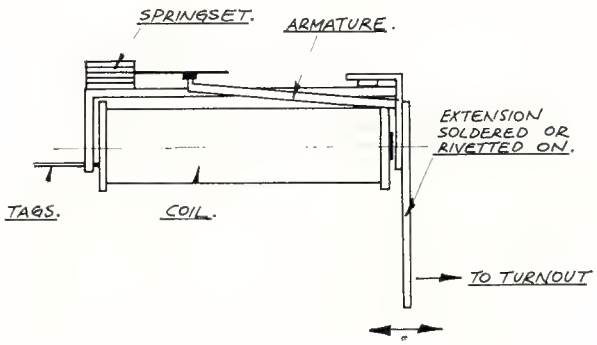
Drill half the required washers with a No. 40 drill, near the hole.

(Continued next page)

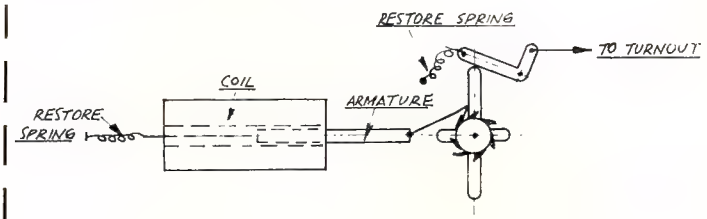
List of Materials

(Derive quantities required from drawings)

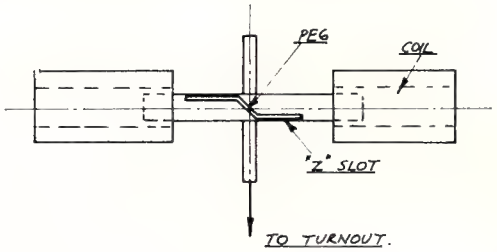
26 gauge brass sheet
20 gauge brass sheet
¼in. diameter brass rod
26 gauge spring wire (piano wire, hard brass or phosphor bronze)
18-20 gauge wire, as above
Pine stock 3in. x1in.
¼in. O.D. paper bakelite tube
2mm. P.V.C. sleeve
Radio type solder
Radio type hook-up wire
Epoxy cement
Brass washers ¼in. or greater O.D., ⅛in. I.D.
Fibre washers ¼in. O.D.
Fibre washer 1in. O.D., ¼in. I.D.
4in. iron nails
Split-pins ½in. x 1/16in.
Radio type tag strip
"Oak" or similar type switch wafers 4in. x 3in.
P.V.C. electrical adhesive tape
Woodscrews, 1½in. x 6g. R.H.
„ ½in. x 6ga. R.H.
„ 1in. x 4ga. R.H.
Enamelled copper wire, 30 gauge B. & S. (Buy ½lb.)



RELAY TYPE MACHINE

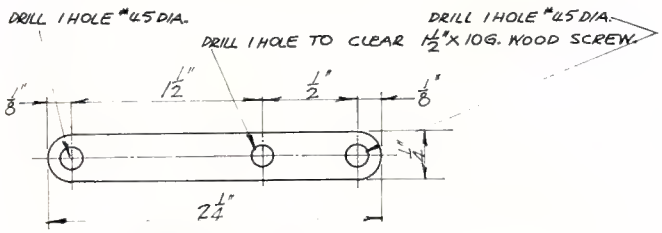


PAWL AND RATCHET TYPE



BAR LOCKED TYPE

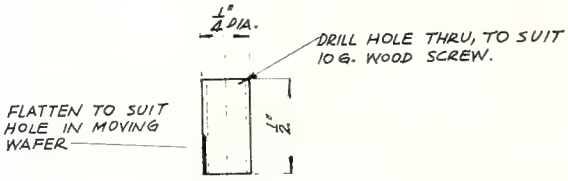
1



LEVER - 1 Nº.
MATL. BRASS 20G.

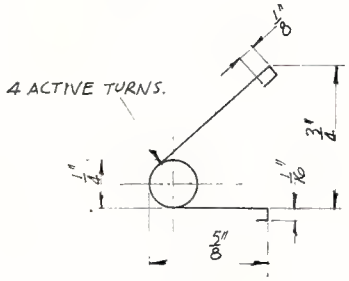
2

2a



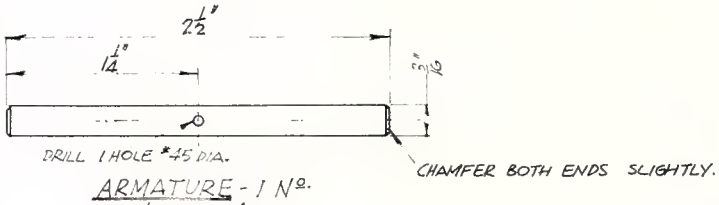
POST - 1 NO.
MATL. EX ¼" DIA. BRASS ROD.

3



TOGGLE SPRING - 1 Nº.
MATL. 26G. STEEL WIRE

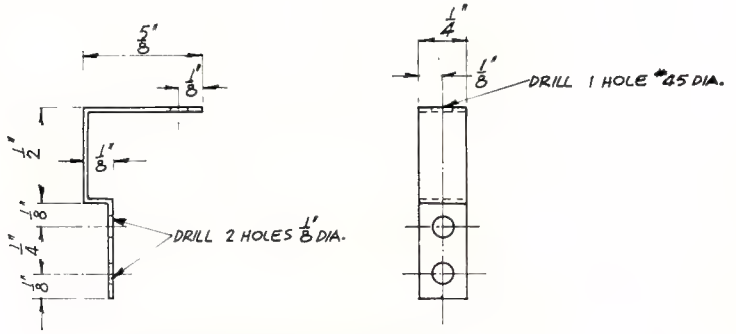
4



ARMATURE - 1 Nº.
MATL. EX 4" NAIL

5

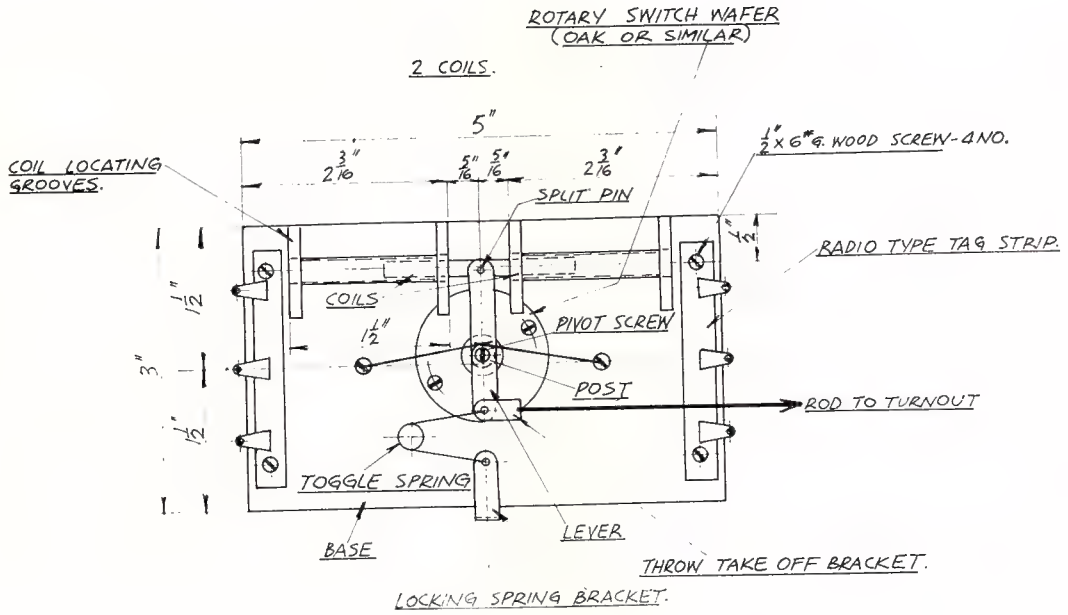
6



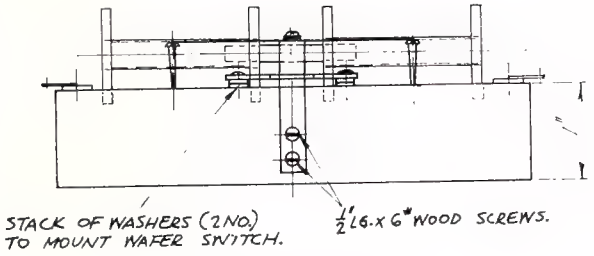
LOCKING SPRING BRACKET - 1 Nº.
MATL. BRASS 20G.

NOTE: Diagrams are full size. Dimensions shown on Figs. 3 & 6 are not correct, actual measurements should be taken from diagram.

7



— PLAN —



— ELEVATION —

Drill the other washers near their outer edge. These are the wire lead-in holes. Cut the bakelite tube into 1½in. lengths and cement one of each washer to the ends of the tubes. Square the ends as the cement sets. When these have all set, the winding of the coils may proceed.

Run a 3/16in. bolt 3in. long through the forms, and secure it with a nut and washer. Grip the end of the bolt in the chuck of your hand or power drill, or lathe, and place the reel of wire on a spindle adjacent to the coil. Wind 1200 turns to each former, or fill it up —whichever comes first. Maintain tension on the wire as it spools on. Use your fingers.

Leave six inches of wire at each feed-in hole. Tape over the winding with adhesive tape. Use a lamp or meter to check the coil continuity. The resistance will be about 15 ohms (this is not critical).

That finishes the coils: next come the bases. These are made from the 1in. x 3in. pine. Cut this into 5in. lengths. Allot two coils and one beheaded, straightened (very important) 4in. nail. Check the nail straightness by rolling across a flat surface and observe that light does not show beneath it at any point.

Place the coils, with the nail through them, along one edge of the base, ⅝in. apart, with the ends equal distances from the base ends.

With a pencil, mark the base where the cheeks rest. Remove the coils and slot the base 1/16in. wide at those marks, with a handsaw.

Now cement the coils in the grooves, with the nails through them to hold them in alignment. Allow to set for at least 48 hours.

The armature levers are next cut from the 20-gauge sheet brass, and made up to fig. 3. The lever posts are cut from the ¼in. round stock, and drilled ⅛in. down the centre (fig. 4). File a flat face to allow engagement of the switch wafer used for the auxiliary functions. (Check the fit.) Solder the lever squarely to the post.

The locking spring is made simply by taking the spring wire (26-gauge) and leaving 3in., then winding it four times around a screwdriver blade about 3/16in. diameter. Then cut off from stock, leaving both legs 3in. long. (fig. 5).

The wiring connections from the control board are made via a tag strip. Cut a piece with three tags on it and screw or nail it to the base at one end. If the machine is to operate signals or other devices, then attach sufficient tags to cater for the extra wiring.

When the coils are firmly cemented to the base, mark out the position of the lever pivot. This is done by ruling a centre line between the two adjoining saw slots, parallel to them. Sit the lever post on this with the armature pin hole over the axis of the nail—slightly forward, if possible. Mark down the centre of the post to the centre line with a scriber or needle, and remove the post.

Cut the nails into 2in. lengths and drill as per fig. 6. Insert in the coils, and if binding occurs check for manufacturing bumps, and straightness. Ease with a file. Centre the armature hole, once again place the post in position, and start a 1in. x No. 4 woodscrew in the previously marked position; check that a split-pin can be dropped into the lever and armature. The lever should go from side to side without forcing. If it doesn't, free it by elongating the hole in the lever.

Remove the screw, lift the post and drop the "Oak" switch wafer into place. Replace the post, with a metal washer underneath, and threading a fibre washer on to the screw, tighten the screw down until there is only a slight amount of vertical "play" in the post. Drop the split-pin through the lever and armature, and fork the legs just sufficiently to prevent it dropping out if inverted.

(Continued next page)

POINT MOTOR DESIGN AND CONSTRUCTION (cont.)

Mark, from the drawings, the positions of the cut-off spring support screws, and drill the base to start them. Screw in the 1½in. screws until the bases of their slots are level with the lever.

Mark and drill the hole to take the locking spring bracket screw (fig. 7). These brackets and the throw take-off bracket may be made up now from 26-gauge brass, and the former fixed in position. Bend the locking spring legs to their final shape, and insert into bracket at one end, and through take-off bracket and lever at the other end. The lever should now "flip" and "flop" from side to side. Bend spring as required to relax tension or prevent mechanical fouling.

The "Oak" switch wafer can be located so that the contacts on it make and/or break, as desired. Build it up with ¼in. diameter fibre washers, and screw it to within half a turn of tightness. This helps eliminate friction from the switch wafer. If necessary, ease the tension of the contacts to remove friction.

At this stage, it would be wise to apply 16-20v. A.C. to each coil in turn, and check that the lever is snapped briskly from side to side. Remove any friction that hinders this, with graphite dust on the armature and S.A.E. 20, or thinner oil, at other bearing points. Unwanted switch contacts can be prised apart if necessary.

Cut and form the wire that forms the coil cut-off contacts, and solder in place in the screw slots. Adjust position until they just "break" from the lever at full throw in each direction.

Wire up according to the diagram (fig. 8), and solder each connection carefully. When power is applied to the centre and one side tag, the machine should throw to either side and "cut-off" just as it reaches full throw. If not, check the springs and wiring.

The auxiliary contacts may now be wired, as required, to their tags.

Mounting and Connection of Machine

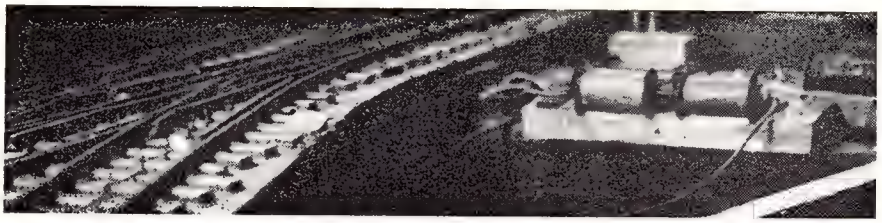
It is preferable to mount the machine at the side of a bench. Linkage via 20-gauge brass wire to the tie rod or a position on the switch point that gives correct throw, is quite satisfactory, and adjustment of the throw rod is done by varying its position in the hole of the throw take-off lever.

Where there is a locking device on the turnout, it should be removed.

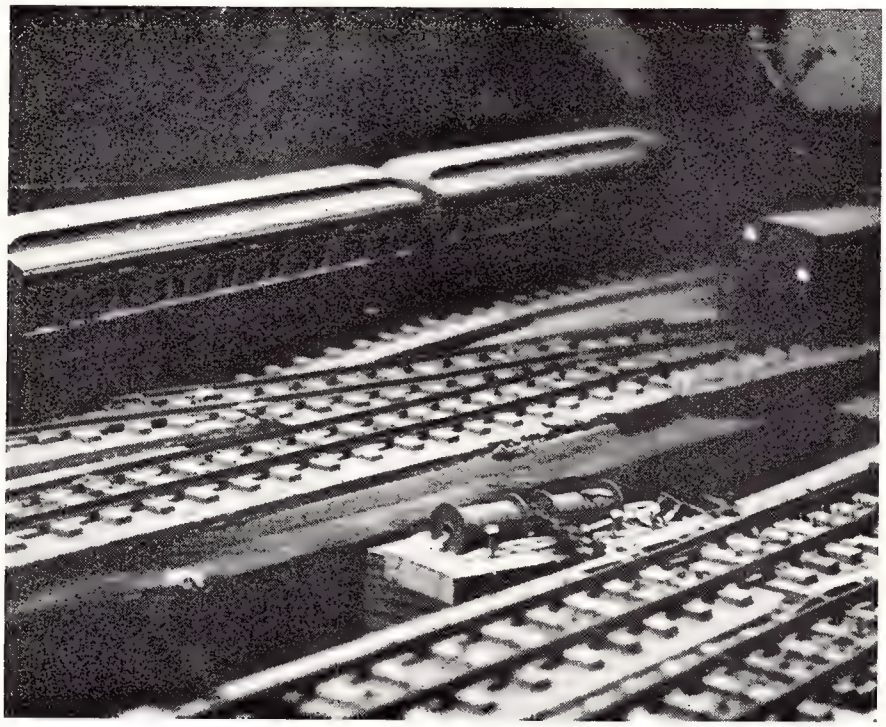
If the blades are part of the closure rails, then a much stiffer throw rod may be necessary, such as 16-gauge brass or steel wire.

Control Circuit

This shows an "off" position on the control switch. This feature allows that turnout to be isolated and, if necessary, hand-operated. Whit Towers has pointed out before that relays and electrical gear can cause annoying partial or total failures of the layout. If one switch machine failed at a yard throat or similar strategic position, it could ruin the running session. Being able to hand-operate the machine without it snapping viciously at your fingers (which it will do with the power on) is most helpful. Further, the other switch machines do not suffer, because the power supply is still on.

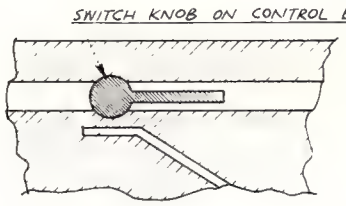


2 point motors at Yard Throat to operate a tandem turnout on a scissors crossover. Point motor parallel to tracks. Note bell crank.

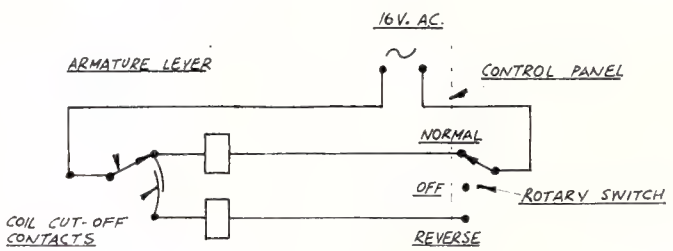


Maintenance

Lubrication: Powdered graphite on armature. Light oil on split-pin, lever pivot screw, throw take-off bracket pivot.



ELECTRICAL DETAILS



PLANNING TIMETABLES for your model railway

By Paul Rogers

Most modellers consider timetable working in one form or another when they wish to operate their layouts in the prototypical fashion. They may consider small single track branch lines with staff and ticket working; or, on the other hand, vast stretches of multiple sets of tracks under the ever-watchful eye of centralized traffic control. But all aspects of signalling rely on safeworking, and the reliability of safe working depends on a well-planned timetable.

Timetable operation has always fascinated me, and I suppose that I'm not the only one to have fallen under its spell. To me, a model railway is just not complete without some form of timetable working.

The first basic step in planning a timetable for your model railway is to assess the type of layout which you own or are constructing. This really determines the type of trains that you would run on it. We must also work out the hypothetical gradients so that the various types of trains can be timed realistically in relation to their loads, etc. On the prototype different speeds, taking into consideration the type of countryside, curves, gradients, etc., through which the tracks pass. The same principle is equally applicable for the model, and, if the timetable is worked out correctly, many fascinating hours of operation can be enjoyed.

After deciding on the type of layout you are modelling, the next step is to "survey" the road-bed. If you are modelling a prototype road, consulting a regional survey map of the required locality will help you in planning out the gradients, curves, etc. But if you have decided on a fictional locality, then you will have to plot out the gradients on your own layout, and transfer this data into suitable material so that a timetable can be worked out. One point here to remember is that gradients of about 1 in 66 or steeper demand special consideration in timing trains over these sections of tracks.

Having plotted out the gradients, the best way of timing trains over the sections affected is to compare them with a prototype line of similar circumstances. The best way to do this is to bury your head in a complete set of working timetables and divisional appendices; although I must confess that here I have an advantage over most modellers, as working with the NSWR does give me access to these items quite easily, which are not on issue to the general public.

Making a timetable requires a great deal of thought and preparation and, quite naturally, every case has to be dealt with individually. Therefore in this article I hope to be able to give a few ideas on how to plan a timetable working, and consequently individual types of layouts are not treated separately.

However, I wish to state that if any readers have any queries, I shall be happy to answer them if they address the letters to me, c/- the editor, enclosing a stamped, self-addressed envelope for return postage.

The following example is a prototypical stretch of line in New South Wales, and the timing of the trains is subject to the gradients, etc., involved.

Table 1.

Mileage. FROM TO	PENRITH to KATOOMBA Direction of falling grade.
36.50-51.56	UP. 1 in 60 (ruling grade)
51.56-67.70	UP. 1 in 32 (ruling grade)

SPEED BOARD LOCATIONS FOR ABOVE SECTIONS OF TRACK

Mileage Penrith to Katoomba	Maximum speeds (mph) DOWN	UP
35.10	40	50
35.25	45	40
35.36	60	45
36.50	45	60
37.00	40	45
37.62	45	40
38.41	40	45
40.36	35	40
40.62	40	35
43.24		40
43.58		45
44.30	45	40
45.16	35	45
45.32	45	35
46.00	35	45
46.64	40	35
48.12	35	40
49.45	40	
49.65		35
50.62	35	45
51.41		35
51.56	40	
52.53	45	40
53.41	35	45
56.22	45	35
57.19	35	45
57.50		35
58.58		45
59.05	40	35
60.08	35	40
60.30		35
61.10		40
61.77	45	35
63.41		45
63.42	35	
63.77	45	35
65.07	35	45
65.49		35
65.78		45
67.08		35
67.28		40
68.08	30	

It will be noticed that on the section of track above the overall average speed for the entire section is about 45 m.p.h. in each direction. The topography of the prototype line (in effect, this is the Blue Mountains section of the main N.S.W. Western route) necessitates that the line follows the ridges across the mountain range, and this gives the reason for the range of 35-45 m.p.h. for most of this particular section of track. Below are listed the sectional running times for the same section of line for various types of trains.

(Continued next page)

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PLANNING TIMETABLES (cont.)

SECTIONAL RUNNING TIMES FOR TRAINS — PENRITH TO KATOOMBA.

Section	Type of Trains. All times in minutes.											
	A	B	C	D	E	F	G	H	I	J	K	L
Penrith-Emu Plains	2	3										
Emu Plains-Lapstone	10	8	15	14	14	14	14			12	14	10
Lapstone-Glenbrook		6										
Glenbrook-Valley Heights	11	15	14	14	14	12	14			14	16	11
Valley Heights-Linden	10	15	12	13	13	12	13			15	16	10
Linden-Lawson	10	15	14	11	11	11	11			13	14	10
Lawson-Wentworth Falls	8	10	13	9	9	8	9			10	10	8
Wentworth Falls-Katoomba	8	10	9	10	10	13	10			11	12	8

Types of trains:—A: Through Express, or Mail Trains.
B: Stopping Passenger Train.
C: Interurban Electric Train Stopping Passenger.
D: 46 Class Electric Locomotive on Goods Train.
E: 46 Class on Fast Stock Trains (Bogie trucks only).
F: 46 Class on Block Loads of 625 tons. Length equal to 29 bogie trucks and one bogie brake van.
G: 45, 48 and 49 Class Diesel-electric Locomotives on goods trains.
H & I: Standard Goods Engines (not in use on these sections any more).
J: Passenger Type Light Engines.
K: Goods Type Light Engines.
L: 46 Class Electric Units, either single or multiple.

The above data only serves as an example of train-working, and if you use this as a guide you'll soon grasp the principle of timetabling.

The next step is to compile a Train Diagram, and this is the key to the compilation of a working timetable. As a simplified example, let's take a fictional section of track with three stations, single track between the three points, but with crossing facilities at Station B. See diagram below (fig. 1). Stations A and C represent through type stations, and we assume that the main line extends past both stations, so that we have a section of track with passing facilities at one of the stations.

Now to confuse matters further, let's turn Station B into a junction station, and install a gradient between Stations A and B. A point to remember here is that, on the prototype, allowances are made for adjusting the brakes of vehicles on trains which are to traverse severely graded sections of line, and in planning our model timetable we must do the same. This, however, applies most to goods or mixed trains, very rarely on passenger trains, unless exceptional circumstances warrant it.

A further step is to take a large sheet of graph paper, and work to a scale of, say, one inch horizontally equals 30 minutes, and each inch vertically equals a mile in length. This gives a reasonable scale to use, but it must be remembered that if you plan too many trains too close together (say, as in a busy metropolitan system), a scale of one inch to 15 minutes is best used. Below I have a section of the graph, covering a few hours on train-working.

(Continued next page)

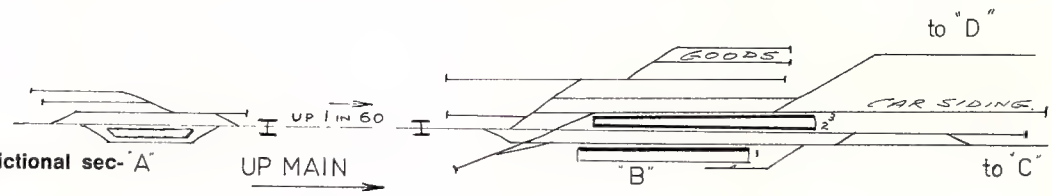

Fig. 1. Layout diagram of fictional section of track.

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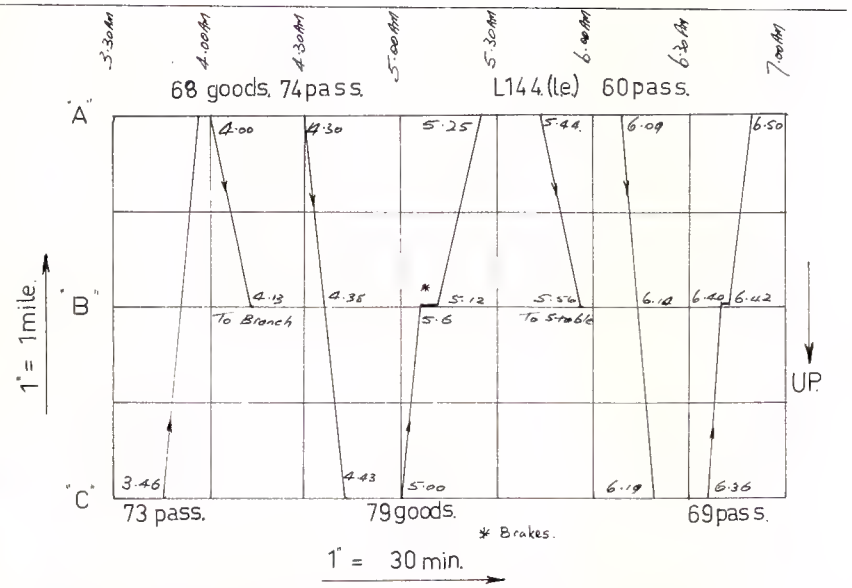

On the graph paper draw a horizontal line across the entire paper where each station is located, and the best advice I could give in regard to plotting trains is to use two different colours of ink or pencil—say, red for down trains and black for up. After all, whatever goes down must come up, or is it the other way round? If you are using a prototype timetable you can use the general principles contained in that — for example, make sure that the trains cross at the crossing places, and *ONLY* at the *CROSSING* places—not half-way down the single-track line!! Otherwise your breakdown crane will be working overtime a lot!

Plot out the times of the trains on your graph paper, placing the main express and passenger trains in first, then goods trains later so that they fit in between the times of the passenger trains. Remember to allow sufficient time surplus so that the trains don't run too close together, and so as to provide room for any extra trains which may have to run occasionally. Sufficient time should be allowed also for any late running of passenger trains which may be incurred due to any unforeseen delays, etc.

After plotting in the trains, run through the timetable roughly to see if the timetable runs smoothly. Often what is planned theoretically breaks down when put to the test, and therefore we should be careful to allow our timetable to work practically.

Taking the single-track example in fig. 4, we'll plot out a few examples of train-working to give a general idea of what is required.

Firstly, take the example of No. 57 goods. Coming from Station D on the branch line, it arrives at Station B at 5.16 p.m. But you will notice that 39 Passenger train is approaching Station B on the down main from Station C. As passenger trains have priority over goods trains, in most circumstances we must let the passenger train pass the goods at Station B and continue on to Station A. To complicate matters further, a branch-line passenger train is also coming from Station D to make a connection with the passenger train on the main line at Station B. Also approaching "B" in the up direction is a fast stock train from Station A en route to "C". Below is a partial example of a working-train movement sheet which should clarify the situation.

Table 4.
STATION 'B'

TIME ARR.	TIME DEP.	TRAIN No.	MOVEMENTS	Remarks
5.14 p.m.	5.23 p.m.	39	Arrives No. 2 Platform. Connects with No. 90 Up Pass from station 'D'.	DOWN
5.16 p.m.	5.35 p.m.	57	Arriving from station 'D'. To refuge loop to allow No. 90 pass to enter No. 3 platform, for connection with No. 39. 12 minutes allowed to check brakes.	
5.20 p.m.	—	90	From station 'D'. Afterwards proceeds to car sidings for stable overnight.	
5.05 p.m.	5.40 p.m.	STOCK SPECIAL	10 minutes allowance for detaching assisting engine. Proceed to down refuge to cross No. 39.	UP

This serves only as an example, but gives a general idea of the procedures to be adopted when planning a timetable. Remember that gradients play an important part where timetables are concerned; in addition, time allowances have to be made for pinning down the brakes, detaching and attaching assisting locomotives, etc., and a host of other things have to be incorporated as well. Various types of locomotives and vehicles have speed restrictions applicable to them. An example of this is that in New South Wales all four-wheeled rolling stock are limited to a maximum speed of 35 m.p.h., regardless of whether they are attached to express-type vehicles or not. Certain types of vehicles cannot be marshalled together, whilst other types must be run at certain speed restrictions — for instance, out-of-gauge wagons, etc. But in the long run you should find that planning a timetable for your model railway will be an enjoyable experience and one that will give you countless hours of appreciation on the operational side of the hobby.

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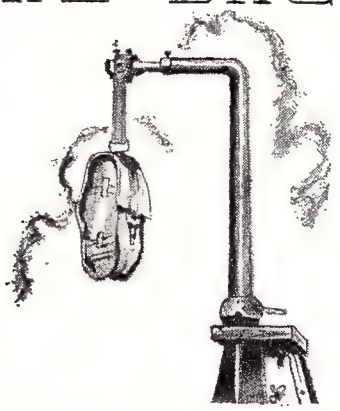


Sir,

I have just witnessed a most miraculous happening in your Jan./Feb. edition. It is something which I thought could never happen in even my lifetime (I am only 17½ years of age).

In the Club Car section I was most surprised to see the two names SCMRA and the Australian Model Railway Association appearing in the same position in adjacent columns. What has possessed these two organisations to put aside all jealousies and have their names appear in close proximity in your magazine?

For such occurrences to appear is surely the beginning of an armistice between the two organisations and for my part, I say more power to them.

I look forward to the future furtherment of this softening of relations.

GRAHAM S. B. SMITH

Earlwood, N.S.W.

You will see that Club Car this edition carries information about AMRA, and it will continue to do so as long as that organisation continues to send us the information. Club Car has always been intended as a place where *all railway clubs, both model and prototype can list their meeting schelules.*

Graham, you also make mention of an armistice: was there ever a war?—Ed.

Sir,

Mr. Burton's comments on the need for two scales in the Jan./Feb. AMRM seems to miss the point of Spencer Street's comments. To me it seemed that the point which was being made was the proportions of a model are important.

In 'HO' the difference in 3.5mm. and 4mm. is becoming more and more of a difficulty. It would be tedious for Australian readers if I started to mention them all, but one which I am sure Mr. Burton will understand is the situation of modelling International shipping containers. These units are set by international agreement to a cross section of 8ft. x 8ft., and their lengths come in multiples of 10ft. What this means is that a model container built in 4mm. scale will not fit on to a model wagon built in 3.5mm. scale. So even Europeans are unable to model the international Freight-Liner trains, which operate from Britain to the Continent, using the Tri-ang freightliner containers.

Of course, it can be seen that Mr. Burton is not really concerned with the problems of people who want to mix British equipment with their European rolling stock, which is the reverse procedure described by him.

The sooner the British manufacturers realise this, the sooner hobby-shops in Australia will find it worthwhile importing quality British models.

ROBERT TUCKER

Southport, Qld.

Sir,

Regarding the Jan./Feb. issue of AMRM, may I point out that there already exists an Australian — and Australia wide — railway modellers' association. I refer, of course, to the Australian Model Railway Association (AMRA), and I must say that I am rather surprised at your apparent ignorance of its existence!

As to modellers being represented to the manufacturers, may I ask, 'what manufacturers?'

More power to Mr. Ewart and his associates, I quite agree—let's have a good deal less of the American bit, and a good deal more of the Australian.

P. BURKE

New Lambton, N.S.W.

It seems that we have really stirred up a hornets' nest; but our intentions have been misunderstood. It is our desire to set up an organisation with representatives from all clubs, societies and associations throughout Australia to form a common voice rather than a number of smaller voices crying in the wilderness.—Ed.

Sir,

I, like many others, was most interested to read in the Nov./Dec. issue the comments regarding the availability, range, price and distribution of local prototype model trains.

Mr. Beckhaus has a good point when he questions a retailer's motives in not stocking some lines. Of course, every retailer has the right to stock only what he chooses, but then he should not quibble when potential customers will not buy what he wishes to push.

Mr. Allan quotes prices as being too high. I agree totally.

Mr. Van Leuven will, no doubt, disagree with my thoughts. But he quotes American rates on Australian economic levels, and these cannot be compared. The hobby's following in America is far greater: the range of productions is far greater, in both quality and quantity. There is more money per capita in America than in our own land. There are few married men in Australia who can afford $87 for a 36 class; I doubt if they could really afford $48 for a 38 class. It is a shame, I agree, but it is a hard fact.

Mr. Purcell seems to place a lot of the fault at the retailer's door. No doubt the retailer has a ready answer to this, though I am inclined to agree that the retailer wants sales in the thousands to line up with profits in the same class.

Your editorial rightly suggests that modellers should use their clubs and associations to 'lobby' the manufacturers/distributors/retailers in this regard. I hope readers do just this.

V. J. O'HARA

Kogarah, N.S.W.

Sir,

The last issue of your magazine disclosed many people's dissatisfaction at the distribution and marketing of Australian prototype models. This situation exists because of many reasons, some of which are listed below.

Many intending modellers and hobby-shop staff are ignorant of local prototype as to names, types and uses of the prototypes of the various kits offered.

Many modellers, mainly due to their past requests for out of the ordinary equipment or parts being poorly handled, don't bother to ask their dealers to obtain this equipment. Some dealers do carry these kits in stock but not on display, so the modeller does not know that it is there; he doesn't ask for it and the dealer tells the manufacturer that it doesn't sell, people don't ask for it.

So I would suggest to modellers that if you want it, ask for it loud and clear; and dealers if you stock it, display it.

RODNEY J. TONKIN

Oatley, N.S.W. Manager Tonkin Products

Sir,

I would like to add my bit to the discussion currently going on in Mail Bag about the local industry.

I model Australian prototype, and although I scratch-build most of my equipment, I do try to buy at least one of each local kit produced. I am a serviceman and therefore am able to compare trends and prices as I move around the country, and so I notice that an Australian kit which sells for $1.65 in one hobby shop sells in another for $1.95 and I wonder why.

I try to buy spares for my equipment and I cannot and I wonder why.

Then I find people asking $175 for a locomotive which originally sold for $150. I find manufacturers complaining because no one in Australia will buy his locomotives for $150 whilst the Americans are fighting for the honour.

To most Americans $150 is chicken feed. I would not consider paying $85 for a locomotive, even if it is brass. I can get an imported plastic job for about $30 and it is just as good if not better.

I am afraid that the majority of hobby shops in this country are out to sell as much as possible for as much as possible, and it is the local modeller who is being hurt.

PAUL R. GARRETT

Point Cook, 3029.

STOP PRESS

A last-minute report from our spy in Brisbane informs us that despite domestic requirements at Tarragindi occupying the proprietor, you can still obtain quantities of milled timber siding, provided you are prepared to listen to a dissertation on N scale equipment and its place in the modelling world. Rivarossi has just released three new models: USRA Pacific with apparently unlimited power, a Plymouth Diesel, and a German Diesel with a revolutionary current pick-up arrangement. From the same manufacturer comes a starter's set with an 0-6-0 tank loco, three wagons and a circle of track. Also noticed was a full range of Pola and Heljan buildings which includes a roundhouse and an engine shed.

For those who remain faithful to HO our spy noticed a full range of Roundhouse old-time passenger cars and wagon kits.

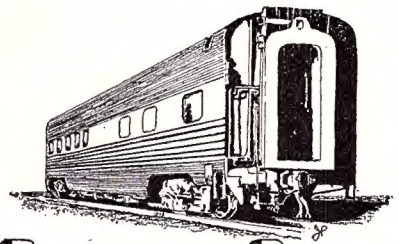
Graeme Hearn had his usual broad smile when I dropped in for a Sentinel narrow gauge wagon at his shop at Inala. Hornby 2-rail fans will be pleased to note he has a complete range of track available. Modelling knives are becoming scarce (at least in Brisbane) but limited stocks are available for the early bird. A level crossing with boom gates and lights are available, also two-colour light signal assemblies which would look good in HO provided the bulky ladder is replaced with a smaller ladder.

Apparently our spies in Melbourne, Adelaide and Perth are taking a rest, but we hope to have news from them before the next issue.

ERRATUM

SLEEP PEACEFULLY (previous issue)

The ST contact connecting R1 to R2 is shown as a break contact (normally closed). This contact should be a make contact (normally open). The list of components is correct. Any inconvenience caused by this error is regretted. In the next issue of AMRM we will have additional information on variations to the connection of this circuit to the track which will make it more useful.



CLUB CAR

SCMRA NEWS

Secretary: TERENCE N. CARPENTER,
P.O. Box 107, Lakemba, N.S.W. 2195.
ALL CORRESPONDENCE SHOULD BE ADDRESSED TO THE SECRETARY

HONOUR TO J. T. StL. MOSS

Founder of the Australasian Model Railroad Magazine

It is now almost seven years since the idea of a commercially produced magazine for railway modellers was conceived in the mind of Tim Moss. From a circulation of 900 copies to 3,000 copies per issue, Tim has nursed and coaxed this baby along to the present accepted leading publication of this nature in Australia, and receiving favourable comments from overseas. In recognition of the time and effort spent to this end, the Executive Council of the Southern Cross Model Railway Association have granted Honorary Life Membership to Tim Moss.

EASTERN DIVISION ACTIVITIES

The March meeting was held at the home of John Casey at Narrabeen. We were pleased to see John's layout, which is fully sceniced with operating two-colour light signals, cab control and thyristor throttles. After afternoon tea, the judges announced the result of the model freight car contest, the winner being Bruce Tompson with a redetailed N scale MRC refrigerator car kit, and in second place was Bryan Fowler's CGX model.

Next meeting April 12, 1969.

Alan Johnston's home, 33 Bimburra Ave., St. Ives.

Attraction: Demonstration of model railway photography.

Meetings commence at 2 p.m., and visitors are always welcome.

N.S.W. ROLLING STOCK CODES

This publication is a "must" for any modeller who contemplates following N.S.W. prototype. All goods vehicles as at 1st September, 1968.

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AUSTRALIAN MODEL RAILWAY ASSOCIATION (N.S.W. Branch). Secretary: Phil Kelly, 20 Lee St., Condell Park, 2200.

Work continues to progress on the club rooms at Rockdale and the roof of the building has been painted.

Meetings are to be held on the first and third Saturday of each month, and the following programme has been drawn up for members to enjoy, commencing at 1 p.m. on the dates mentioned:—

April 19—Working bee at the club rooms.
May 3—Auction.
May 17—Working bee.
June 7—Visit to SPER tramway museum, Loftus.
June 21—Working bee.

SOUTH PENINSULA MODEL RAILWAY CLUB, Redcliffe, Qld. Secretary: Bill Yates, 21 Conley St., Clontarf Beach, Qld. 4019.

This is a relatively new club, only some 12 months old, but eager and willing. It meets every Monday night at the home of the President, Stan Foster, at the above address.

TO CLUB OFFICERS: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is 10th of month prior to month of issue.

THE EVER-GROWING NUMBER OF SCMRA DATA SHEETS JUST ANOTHER REASON FOR MEMBERSHIP IN SCMRA

NOTES OF THE SYDNEY MODEL RAILWAY SOCIETY

The Club has been slow getting down to routine timetable operations due to maintenance, lack of enough operators, and other things, but in March the two layouts were in full service.

'HO' News—Several members are busily engaged in producing various models of NSWGR rolling stock and advance 'pilot' units of those producing them in batches have already been favourably viewed by members. Among these are the MHG freight vans, by Ken Smith, a large number of MRC and MBC goods wagons by Dennis Sherring, who placed 20 of the former on the club layout for a run in which they all performed like the real thing. Later he presented several to fellow members who are concentrating on NSWGR stock for their inlividual layouts and also made a gift of some for the Club roster. Dennis is also working on the sides for a batch of FA and HFA open-end loading steam suburban cars. He also cut down a Mantua 4-hatch hopper to the three of the BCH to give a close facsimile of the N.S.W. unit as this American model has the recessed tops to the side panels a la N.S.W. style.

Mac McCormac recently built a number of N.S.W. FS passenger cars and these are now in service on members' own layouts. He is now casting sides for the old-time LFX 'dog box' cars, the brass door grip rails being integrally cast. Max Burke has also produced some SHG guards vans. An interesting variation was the set of rock castings displayed by Arthur Wheatley during March. Rubber moulds were formed from chunks of coal which resembled cliff faces and plaster of paris units for scenery cast in the rubber moulds. These can be turned around in any way when making up an extended cliff face so that the same features don't appear continuously such as in wall paper.

John Huxtable, an avid modeller in both 'HO' and 'N' gauge, now on medical service in Sweden, made and sent out some plastibond dies for N.S.W. TRC cars which members will cast and produce in numbers for the club layout. Plastibond has been the material used by most members for casting N.S.W. cars in volume but it has the deficiency of shrinkage, which can be allowed for. It files away easily and Arthur Wheatley turned out his 36 LLV's by this method which is in general use by members now. Recently Dennis Sherring experimented with motor vehicle putty which may be even better being more resilient as the plastibond bogie frames break easily. Newer members are now showing their prowess with a series of freelance 4-wheel wagons of the N.S.W. type and a number of new locos are being tested on the club tracks.

'O' GAUGE NEWS

Our first meeting this year started off rather flat, the batteries that is, so after charging them and cleaning the rails, we were able to get under way the following week. Max Mitchell brought in a KTM Chesapeake and Ohio 2-8-2 for its first run. Finished in green livery with cream lining, the loco performed as well as it looked.

Timetable running has been resumed after a long break, and the first session was rather frustrating. Apart from the operators being too keen, there was not sufficient rolling stock or motive power to meet the roster.

A new item to appear was a model of the 'Vintage Train', comprising AC State car, two CBC cars and HX. These three cars were finished in the old 'Blood and Custard' colour scheme of red and cream.

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NOTICE

If there are any readers who are interested in the formation of an N gauge club in the Sydney area, would they please contact Mr. Allan Watson, 152 Chatham Road, Denistone, 2114. Telephone (02)85-2418.

THE MARKET PLACE

12 words for 30c. Extra words 2c each. Name and address free. Cash with copy. No charge to S.C.M.R.A. members. Closing date: 15th of preceding month (e.g. 15th July for August issue).

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NEW Tri-ang Sputnik set, R450, R452, Jackson wheels, Peco bearings. $15 or near offer. R. Goodrick, 12 May St., Belmont, N.S.W. 2280.

TENSHODO 'HO' scale Great Northern Railroad class S1 4-8-4. In first class condition, $45. Kevin Brown, 5 Critchett Rd., Chatswood, 2067. Telephone (02) 41-8877.

MODEL Steam Locomotives, all Rail gauges. Blue prints, castings. Bolton, 70/73 King St., Sydney, 2000. Illustrated catalogue $1.50 posted.

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THE following Tri-ang items—Coaches; R440 coach, R441 Observation car, R442 Baggage/Kitchen car, R443 Diner—all in red and silver livery. R445 Observation car, R446 Baggage/Kitchen car, R447 Diner—all in blue and yellow livery. Locomotives; R50 Princess of Victoria, R55 Diesel, R155 Diesel switcher, R353 Yard switcher. C. O'Brien, 6/117 Devonshire Rd., Sunshine, Vic. 3020.

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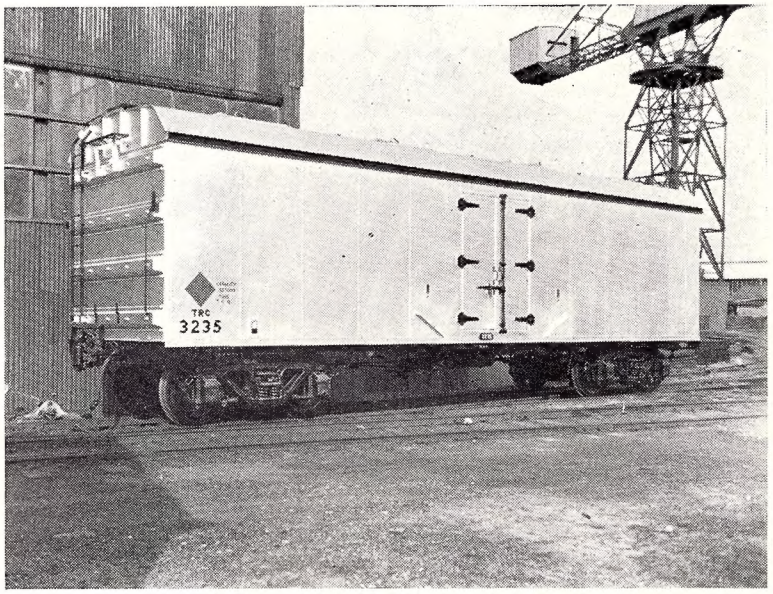
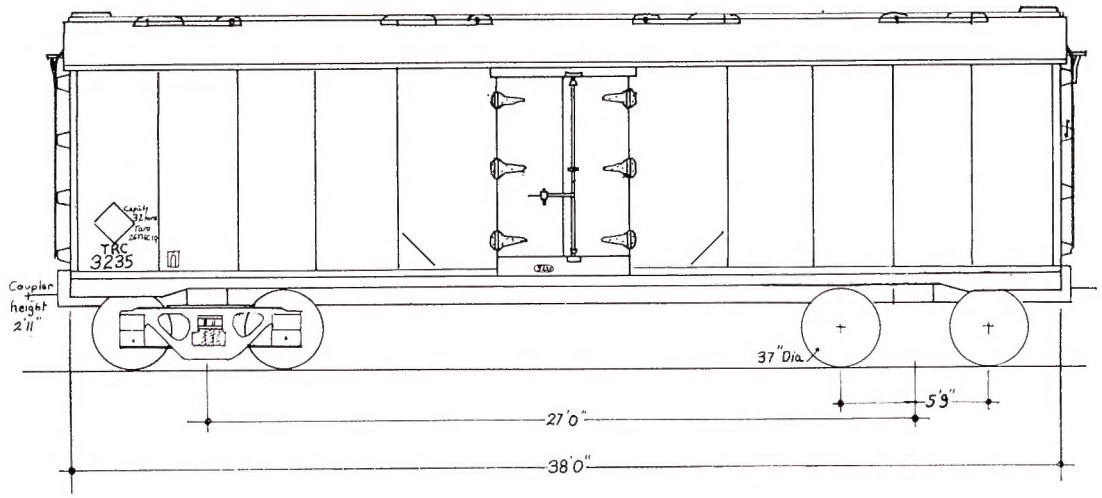
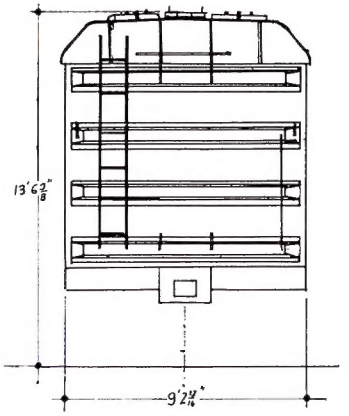
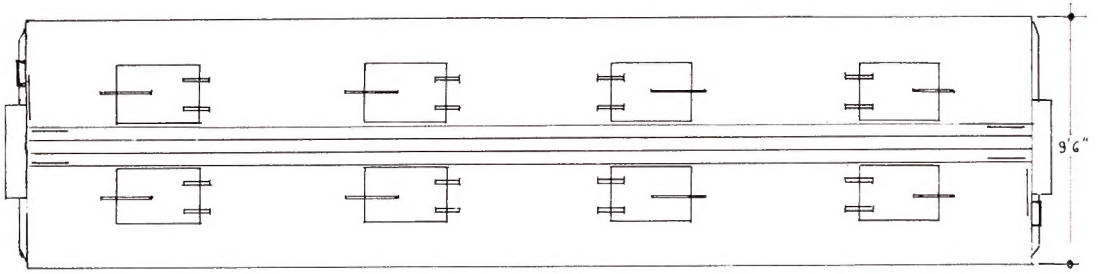
DEADLINE
NEXT ISSUE CLOSES
10th MAY



This issue's plan is a New South Wales Railways TRC Refrigerator Car. These cars are of all-steel construction and are the most modern type of reefer on the N.S.W.R. Photo by courtesy of the Department of Railways, N.S.W. Plan by J. J. Bevan.
Last issue's plan of an S.A.R. Rx locomotive was drawn by Norm Coughlan with information supplied by Royce Juttner. The photo was from the S.A.R. Commissioner.







OUR PLAN

COLOURS : 3 SCHEMES HAVE BEEN SEEN

(a.) White - silver roof - black underframe – Black lettering
(b.) Silver - black underframe - ditto.
(c.) Black/Dark Grey/Dirt allover - White lettering

The Diamond is RED.

New South Wales Railways
REFRIGERATOR CAR : TRC
Standard Gauge 4'8½"

1:87 Proportion-HO	S.C.R. PUBLICATIONS Plan & Print
Drawn J.J.B 3.69	
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We regret that due to sickness, our activities have been interrupted during the last two months. However, we hope to be back in full swing within a few weeks.

PLEASE NOTE: We do not hold large stocks of books. We specialise in obtaining books from overseas for Railway Enthusiasts. There may be a delay of 8-10 weeks before delivery, even though all orders are sent by airmail. Sometimes a book may be out of print, but we will endeavour to obtain a good secondhand copy from our overseas contacts. We don't charge for such enquiries.

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